

LOS ANGELES COUNTY  
PUBLIC WORKS

PROCEDURES FOR THE  
PREPARATION OF STREETLIGHT PLANS  
BY  
PRIVATE DEVELOPER

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## INTRODUCTION

In October 1964, the Los Angeles County adopted a subdivision ordinance which requires a street lighting system in each division of land in the unincorporated territory. The Regional Planning Commission may waive this requirement if streetlights will not fit within the neighborhood pattern, or if all lots within the land division contain no less than 40,000 square feet. The streetlights may also be required for parcel maps, deeded streets, conditional use permits, road improvement permits, and developments on existing lots. Special requirements may apply for developments within the Rural Outdoor Lighting District or Community Standards Districts. Specific street lighting requirements contained in those districts shall be checked for compliance. These procedures are developed in order to provide uniform design standards for the installation of streetlights in the County.

Currently, the County requires three types of streetlights as follows:

1. LS-1 streetlights are Southern California Edison (SCE) owned and maintained streetlights. The developer/applicant is required to prepare the street lighting plan and SCE designs the electrical and conduit plans and install the streetlights. The developer/applicant is responsible for the plan preparation and installation costs. The developer is also responsible for the operation and maintenance costs for the streetlights from the time they are energized until they are accepted by the County and SCE is authorized to transfer the streetlights to a County lighting district account.
2. LS-2 streetlights are County owned and maintained streetlights. LS-2 streetlights are not metered and are on a fixed rate. The developer/applicant is required to prepare the street lighting plan and the street lighting electrical plan. The developer/applicant is also responsible for furnishing and constructing the streetlight improvements including the installation of underground conduit systems, pull boxes, pull ropes, stub-outs, conductors, foundations, poles, mast arms, service pedestals and cabinets, streetlights, and all other necessary appurtenances in accordance to Public Works standards. The developer/applicant is responsible for all associated installation costs. The developer/applicant is also responsible for the operation and maintenance costs for the streetlights from the time the streetlights are energized until they are accepted by County and SCE is authorized to transfer the streetlights to County lighting district account.
3. LS-3 streetlights are County owned and maintained streetlights that are metered on a variable rate depending on lamp energy consumption. The plan preparation and installation of the required streetlights follow the same procedures as prescribed for LS-2 streetlights.

## PLAN SUBMITTAL

The applicants are required to submit and pay for the projects online. The required street lighting plan and electrical plan for LS-1, LS-2 and, LS-3 streetlights shall be submitted online to EPIC-LA, a County electronic plan check, permit and inspections portal. For any inquiries, Traffic Safety and Mobility Division, Street Lighting Section is located at 1000 South Fremont Avenue, Building A-9 East, 4<sup>th</sup> Floor, Alhambra, California 91803 and can be reached at (626) 300-4726.

The street lighting plan and electrical plan submittal shall include the following:

1. A written request for the review and approval which shall include the date of the request, the name, the address and phone number of the person making the request.
2. A copy of the conditions of approval from Regional Planning Commission, Land Development Division, or from the local municipality indicating the street lighting requirements for the subdivision or development to be constructed.
3. Two copies of the street lighting plan and/or electrical plan.
4. Tract/Parcel Map or Plan showing the area being developed.
5. Street improvement plan showing the existing and/or proposed driveway locations, and/or any other items which may interfere with the location of the proposed streetlights.
6. Existing/proposed traffic signal plans, if necessary.
7. A deposit will be collected on Epic-LA for all plan reviews and annexation if it is required. All deposits associated with plan reviews and annexation will be based on actual hours spent.
8. If annexation to County lighting district is required, a street lighting map, and Assessor's Parcel Numbers, including project boundaries on CD disk in either MicroStation or Auto-Cad formats.
9. Electronic submittal of the required plans and documents shall be submitted on EPICLA.

Street Lighting personnel are available to answer questions regarding procedures and design criteria during office hours from Monday through Thursday from 7:00 a.m. to 5:30 p.m.

## **LS-1 STREET LIGHTING PLAN FORMAT**

1. The street lighting plan sheet size shall be 2 feet by 3 feet.
2. The street lighting plan shall be drawn to an engineering scale from 40 to 60 feet per inch, and the scale be clearly indicated on each sheet.
3. Each street lighting plan sheet shall include a clear indication of true north.
4. Each street lighting plan sheet shall be clearly numbered 1 of 3, 2 of 3, 3 of 3, etc.
5. The street lighting plan shall include the Thomas Brothers map page number and coordinates of the development.
6. The first sheet of the street lighting plan shall include:
  - A. A legend defining the symbols used to designate the lamp sizes and pole types to be installed as shown in Attachment A.
  - B. The design guidelines as shown in Attachment B.
  - C. General notes as specified by Street Lighting Section as shown in Attachment C.
  - D. Signature blocks as shown in Attachment D: The street lighting plan shall be prepared by, or prepared under the supervision of a professional civil engineer. In addition, the street lighting plan shall bear the seal or stamp of the registrant and the expiration date of the certificate or authority. The street lighting plan shall include two signature blocks. One signature block shall include the private engineer's name, registration number, phone number, and address. The other signature block shall provide for approval by Public Works.
7. The street lighting plan shall show street centerlines, street right-of-way lines and dimensions, curb-to-curb widths, street names, lot lines, lot numbers, and development boundaries.
8. The street lighting plan shall show existing and proposed driveways, catch basins, culverts, parkway drains, wheelchair access ramps, and any other items which may interfere with the installation of proposed streetlights.
9. The street lighting plan shall include the locations of existing streetlights within 250 feet of the boundary of the proposed project, the lamp sizes, and the type of poles and numbers.

10. The street lighting plan shall include the locations and sizes of any streetlights approved for adjacent or nearby developments which have not yet been installed but may affect the locations of the new streetlights to be installed. The development for which the streetlights were approved shall be indicated on the street lighting plan.
11. A sample of the street lighting plan is shown in Attachment E.

## **LS-2 and LS-3 STREET LIGHTING PLAN FORMAT**

1. The street lighting plan sheet size shall be 2 feet by 3 feet.
2. The street lighting plan shall be drawn to an engineering scale from 40 to 60 feet per inch, and the scale be clearly indicated on each sheet.
3. Each street lighting plan sheet shall include a clear indication of true north.
4. Each street lighting plan sheet shall be clearly numbered 1 of 3, 2 of 3, 3 of 3, etc.
5. The street lighting plan shall include the Thomas Brothers map page number and coordinates of the development.
6. The first sheet of the street lighting plan shall include:
  - A. A legend defining the symbols used to designate the lamp sizes and pole types to be installed as shown in Attachment F.
  - B. The design guidelines as shown in Attachment G.
  - C. General notes as specified by Street Lighting Section as shown in Attachment H.
7. Signature block as shown in Attachment J: The street lighting plan shall be prepared by, or prepared under the supervision of a professional civil engineer. In addition, the street lighting plan shall bear the seal or stamp of the registrant and the expiration date of the certificate or authority.
8. The street lighting plan shall show street centerlines, street right-of-way lines and dimensions, curb-to-curb widths, street names, lot lines, lot numbers, and development boundaries.
9. The street lighting plan shall show existing and proposed driveways, catch basins, culverts, parkway drains, wheelchair access ramps, and any other items which may interfere with the installation of proposed streetlights.
10. The street lighting plan shall include the locations of existing streetlights within 250 feet of the boundary of the proposed project, the lamp sizes, and the type of poles and numbers.

11. The street lighting plan shall include the locations and sizes of any streetlights approved for adjacent or nearby developments which have not yet been installed but may affect the locations of the new streetlights to be installed. The development for which the streetlights were approved shall be indicated on the street lighting plan.
12. The street lighting plan shall include the conduit design and symbols as shown in Attachment K.
13. A sample of the street lighting plan is shown in Attachment L.
14. The design guidelines for the street lighting electrical plan are shown in the Streetlight Electrical Design Guidelines Section.

## ILLUMINATION DESIGN CRITERIA

In August 1963, the Board of Supervisors of the County of Los Angeles adopted a resolution requiring the levels of illumination recommended by the Illuminating Engineering Society (IES) to be adopted as guidelines for the design of street lighting systems.

These guidelines may be summarized for the streets most commonly encountered as follows:

<u>Street Classification</u>	<u>Right-of-Way Width</u>	<u>Curb-to-Curb Width</u>	<u>Minimum Average Footcandles</u>	<u>Maximum Uniformity Ratio</u>
1. Major Intermediate	100'	84'	1.4	3
2. Collector Intermediate	80'	64'	0.9	3
3. Local Residential	64' or less	40' or less	0.4	6

Illumination levels and uniformity ratios (ratio of average illumination level to minimum illumination level) required for streets with right-of-ways, or curb-to-curb widths other than those shown above must be approved by Public Works.



## STREETLIGHT LAMPS, SPACINGS AND SIZES

The following is a tabulation of the spacing for the prescribed lamp sizes that will achieve the IES guidelines. LED Streetlight is the standard fixture for new subdivisions, unless other types of lighting fixtures are required. The LED Streetlight equivalents for HPSV streetlights are shown in Attachment M. The proposed use of non-standard equipment must be submitted for review and approval with detailed calculations and photometric data showing that the illumination and uniformity requirements are satisfied.

<u>Curb-to-Curb Width</u>	<u>Lamp Size</u>	<u>Spacing</u>	<u>Configuration</u>
84'	LED equivalent for 200 Watt (22,000 Lumen)	70' max 60' min	Staggered
64'	LED equivalent for 150 Watt (16,000 Lumen)	70' max 60' min	Staggered
40', 36' And 34'	LED equivalent for 100 Watt (9,500 Lumen)	170' max <sup>(1)</sup> 130' min (on tangents or on curves with R>700')	Staggered
		140' max <sup>(2)</sup> 110' min (on tangents or on curves with R>700')	One Side
		120' max <sup>(3)</sup> 95' min (Curves with R<700')	One Side

1. This spacing to be used on tangents, and curves with a radius greater than 700 feet.
2. This spacing to be used on tangents, and curves with a radius greater than 700 feet.
3. This spacing to be used on curves with a radius less than or equal to 700 feet.

The maximum spacings as indicated will provide the IES recommended minimum illumination levels. In actual practice, these spacings are usually reduced to fit block lengths and to provide clearances from driveways, catch basins, and other obstructions. Spacings greater than those shown above will only be permitted under special circumstances and should be discussed with the Street Lighting Section prior to submittal of the street lighting plan for review.

The preceding spacings will provide the recommended illumination levels and uniformity ratios along the mid-block portions of a street. However, IES recommends higher levels of illumination in areas of potential traffic conflict and other special situations such as intersections, knuckles, and cul-de-sacs. Satisfying the criteria at these locations may require adjustment of the mid-block spacings. The mid-block spacings should be adjusted to provide nearly equal distances between lights within the same block. The minimum spacings between lights shall be less than 25% variation from the maximum spacings allowed. For example, on local streets when using the stagger system, the maximum and minimum spacings will be 170' and 130', respectively. The streetlights should also be placed on or near lot lines when possible to do so without a substantial increase in the number of streetlights or significant deviations in spacings.

Attachment N (Exhibit L-1 through Exhibit L-10) shows the preferred, alternate, or required locations and sizes of streetlights for the situations most frequently encountered. The preferred locations should be used whenever possible. The alternate locations should be used only when the preferred location falls outside the development boundaries or when the preferred location is not feasible due to driveways, catch basins, or other obstructions.

## **STREETLIGHT ILLUMINATION DESIGN REFERENCES**

American National Standard Practice for Roadway Lighting (IES RP-8, standards) available from the Illuminating Engineering Society, 120 Wall Street, New York, New York 10005

## **UNDERGROUNDING**

The State of California Public Utilities commission issued directives in November 1969 and May 1970 that provide:

1. That underground wiring "should be standard for all extensions".
2. That "underground should be mandatory for all new residential subdivisions".

These directives require electrical lines to be placed underground along all new streets. The County requires new streetlight installations on existing streets in the unincorporated territory to be served with underground wires. It shall be the responsibility of the developer to obtain the requirements of Southern California Edison and/or County and, where applicable, the requirements of the local municipality, regarding the undergrounding of street lighting wiring on existing streets for his/her project.

# **STREET LIGHTING ELECTRICAL DESIGN GUIDELINES**

## **Scope of Document, Purpose and Constraints**

The purpose of these guidelines is to provide standards in the preparation of LS-2 and LS-3 street lighting electrical plans. The guidelines shall conform to the County Electrical Code, Standard Plans and Standard Specifications for Public Works Construction. These guidelines can greatly benefit the design and significantly reduce time for the review and approval of streetlight electrical plans.

## **Streetlight Electrical Plan Format**

1. The street lighting electrical plans. Sheet size shall be 2 feet by 3 feet.
2. The street lighting electrical plan shall be drawn to an engineering scale not to exceed 60 feet per inch, and the scale be clearly indicated on each sheet.
3. Each street lighting electrical plan sheet shall include a clear indication of true north.
4. Each street lighting electrical plan sheet shall be clearly numbered 1 of 3, 2 of 3, 3 of 3, etc.
5. The street lighting electrical plan shall include the Thomas Brothers map page number and coordinates of the development.
6. Signature block: The street lighting electrical plan shall be prepared by, or prepared under the supervision of a professional Electrical Engineer. In addition, the street lighting electrical plan shall bear the seal or stamp of the registrant and the expiration date of the certificate or authority.
7. The street lighting electrical plan sheets shall include the EPICLA project EIMP number.

## **Required Design Elements**

1. New Service
  - A. The electrical designer shall contact the Southern California Edison to obtain the following documents before submitting electrical plans for review by County electrical engineer:
    - I. Utility "Will Serve Letter" as a commitment of utility company to energize the designed electrical installation.
    - II. Utility contributed Available Short Circuit Current value. Usually it is provided in a format of "Response to Letter of Request for Short Circuit Current Value for Panel Size and Protection Coordination".

B. New Services shall be in compliance with the latest Utility Company requirements, latest edition of the Standard Plans and Standard Specifications for Public Works Construction, and County Electrical Code.

C. New Services shall be utilized for street lighting only.

## 2. Street lighting Electrical Plans:

The first sheet of electrical plans shall include:

- I. Site plan, which shall indicate the location of proposed new electrical service (-s) with address.
- II. Vicinity map, which shall show a project location in reference to major streets and freeways.
- III. Utility company service planning office, service planner name and contact information including phone number and email.
- IV. Load summary.

V. Single line diagram, which shall indicate:

1. Utility transformer kVA rating, voltage, impedance data, X/R ratio, service conductors' data.

Service pedestal current, voltage and short circuit current ratings. Service Pedestal shall 100A, 240/120VAC, 1 Phase, 3 Wire, provided with photo cell, protected by 20A/1P circuit breaker, (4) 20A/2P feeder circuit breakers and 20A-rated contactors. Enclosure shall be NEMA Type 3R.

VI. Grounding and bonding details.

VII. Panel load schedule, which shall indicate voltage, current, short circuit current rating for the panel interior, main and branch circuit breakers. Load summary for each phase shall be provided in amperes and kVA.

1. Maximum number of streetlights shall be limited to (15) fifteen lights per circuit.
2. Two adjacent streetlight poles on the same side of the street shall be powered by separate circuits.
3. Distribution panel shall include (4) 20A/2P circuit breakers.
4. All streetlight circuits shall be 240VAC.

5. Service pedestal address shall be indicated in the panel schedule. The address shall match the SCE letter and it shall be correctly displayed on the cabinet per SCE requirements.

VIII. Raceway schedule. Designer shall specify the following items:

1. Conduit and conductor type and size.
2. Number of current-carrying and grounded conductors.
3. Corresponding pedestal and distribution panel circuit number.
4. Approximate conductor length.
5. Voltage drop for each circuit. Calculated voltage drop to any point of electrical installation shall be less than or equal to 5%.
6. Conduit fill ratio. Calculated value shall not exceed 40%.
7. (1) 3" spare conduit with pull tape (3/8" minimum diameter) from service pedestal to first pull box.

IX. Descriptions for all abbreviations on the plans that are not specified in the "greenbook."

### 3. Other Street Lighting Electrical Plans

- A. WIRING DIAGRAM – FOR DETAILS, SEE ATTACHMENT O, EXHIBIT E-1.
- B. LEGEND FOR WIRING DIAGRAM – FOR DETAILS, SEE ATTACHMENT O, EXHIBIT E-2.
- C. SERVICE PEDESTAL – FOR DETAILS, SEE ATTACHMENT O, EXHIBIT E-3.
- D. PANEL WIRING DIAGRAM – FOR DETAILS, SEE ATTACHMENT O, EXHIBIT E-4.
- E. PANEL SCHEDULE – FOR DETAILS, SEE ATTACHMENT O, EXHIBIT E-5.
- F. LOAD SUMMARY – FOR DETAILS, SEE ATTACHMENT O, EXHIBIT E-6.
- G. BILL OF MATERIALS – FOR DETAILS, SEE ATTACHEMENT O, EXHIBIT E-7.


















## **MATERIAL**

Electrical material shall be UL listed or labeled by a national testing laboratory as approved by the County.

1. Rigid polyvinyl chloride conduit (type PVC) and fittings shall be listed (UL50, 514b, 651) Cantex® schedule 80 PVC or approved equal.
2. Service pedestal shall be UL listed. Myers catalog or approved equal.
3. Conductors shall be listed (UL 83) Southwire® type THHN/THWN-2 or approved equal.
4. Conductor splices shall utilize listed (UL 486a, 486b, 486d) insulated connectors suitable for direct burial/submersible installation. Unless otherwise specified, insulated connectors shall be Polaris® LSRW or approved equal.
5. Pull boxes, covers, and extension shall be polymer concrete material, concrete gray, shall be pre-cast with traffic covers suitable for H-20 loading, pulling irons and conductor supports. Pull boxes shall be Armorcast or approved equal.
6. Luminaire shall be provided with ANSI C136.41 receptacle with seven contacts, three twist lock contacts, a shorting cap, and a 0-10V dimmable driver.

# **ATTACHMENT A**

## **LS-1 STREETLIGHTS LEGEND**

-  PROPOSED 39-WATT LED (2700K) STREETLIGHT ON CONCRETE POLE
-  PROPOSED 71-WATT LED (2700K) STREETLIGHT ON CONCRETE POLE
-  PROPOSED 136-WATT LED (2700K) STREETLIGHT ON CONCRETE POLE
-  PROPOSED 136-WATT LED (2700K) STREETLIGHT ON CONCRETE POLE
-  PROPOSED \_\_\_\_ WATT LED (2700K) STREETLIGHTS ON WOOD POLES
-  PROPOSED \_\_\_\_ WATT LED (2700K) STREETLIGHT ON EXISTING WOOD POLES
-  EXISTING STREETLIGHT, TYPE OF POLE, SIZE OF LAMP AND POLE NUMBER AS INDICATED.
-  STREETLIGHT APPROVED PER ADJACENT DEVELOPMENT. INDICATE TRACT NUMBER, PARCEL MAP NUMBER, PLAN NUMBER, ETC.
-  PROPOSED STREETLIGHT SHOWN ON A DIFFERENT SHEET
-  PROPOSED HIGHWAY SAFETY LIGHT (HSL) – LIGHTS ON SIGNAL STANDARDS
-  EXISTING HIGHWAY SAFETY LIGHT (HSL) – LIGHTS ON SIGNAL STANDARDS
-  EXISTING CALTRANS STREETLIGHT
-  EXISTING \_\_\_\_\_ LUMEN STREETLIGHT ON \_\_\_\_\_ POLE TO BE REMOVED
-  EXISTING \_\_\_\_\_ LUMEN STREETLIGHT ON \_\_\_\_\_ POLE TO BE RELOCATED
-  NEW LOCATION OF RELOCATED STREETLIGHT
-  EXISTING 9,500 LUMEN HPSV STREETLIGHT ON \_\_\_\_\_ POLE TO BE UPGRADED TO 71-WATT LED STREETLIGHT (2700K)
-  EXISTING 16,000 LUMEN HPSV STREETLIGHT ON \_\_\_\_\_ POLE TO BE DOWNGRADED TO 39-WATT LED STREETLIGHT (2700K)

C = CONCRETE  
 W = WOOD  
 S = STEEL  
 # = LUMENS

## **ATTACHMENT B**

### **ILLUMINATION DESIGN GUIDELINES FOR LS-1 STREETLIGHTS**

LED EQUIVALENT FOR (100 WATT) HPSV STREETLIGHTS, THE POLE SPACING IS BASED ON 0.4 FOOTCANDLES, FOR “LOCAL RESIDENTIAL” STREETS. THE LUMINAIRE SHALL HAVE A TWENTY-FIVE (25) FOOT MOUNTING HEIGHT, SHALL BE (ANSI-IES) MEDIUM, TYPE II OR TYPE III.

LED EQUIVALENT FOR (150 WATT) HPSV STREETLIGHTS, THE POLE SPACING IS BASED ON 0.9 FOOTCANDLES, FOR “COLLECTOR INTERMEDIATE” STREETS. THE LUMINAIRE SHALL HAVE A THIRTY (30) FOOT MOUNTING HEIGHT, SHALL BE (ANSI-IES) MEDIUM, TYPE II OR TYPE III.

LED EQUIVALENT FOR (200 WATT) HPSV STREETLIGHTS, THE POLE SPACING IS BASED ON 1.4 FOOTCANDLES, FOR “MAJOR INTERMEDIATE” STREETS. THE LUMINAIRE SHALL HAVE A THIRTY (30) FOOT MOUNTING HEIGHT, SHALL BE (ANSI-IES) MEDIUM, TYPE II OR TYPE III.

LED EQUIVALENT FOR (250 WATT) HPSV STREETLIGHTS, THE POLE SPACING IS BASED ON 1.4 FOOTCANDLES, FOR “HIGHWAY INTERMEDIATE” STREETS. THE LUMINAIRE SHALL HAVE A THIRTY (30) FOOT MOUNTING HEIGHT, SHALL BE (ANSI-IES) MEDIUM, TYPE II OR TYPE III.



# **ATTACHMENT C**

## **GENERAL NOTES FOR LS-1 STREET LIGHTING PLANS**

1. THE STREET LIGHTING PLANS EXPIRE TWO YEARS AFTER THE LATEST DATE OF APPROVAL.
2. THE LOCATION OF A STREETLIGHT MAY ONLY BE ADJUSTED IN THE FIELD UP TO TEN (10) FEET, ONLY TO AVOID AN OBSTRUCTION SUCH AS A CATCH BASIN, DRIVEWAY, ETC. ANY DEVIATION EXCEEDING TEN (10) FEET MUST HAVE THE APPROVAL OF THE LOS ANGELES COUNTY PUBLIC WORKS, STREET LIGHTING SECTION. IF SUCH APPROVAL IS NOT OBTAINED, THE STREETLIGHTS PROPOSED BY THIS PLAN WILL NOT BE ACCEPTED BY COUNTY LIGHTING MAINTENANCE DISTRICT.
3. A REVISED STREET LIGHTING PLAN SHALL BE SUBMITTED FOR ANY CHANGES IN THE MAP, SUCH AS STREET ALIGNMENT, LOT OR PARCEL SIZES, BOUNDARIES, ETC.
4. THE STREETLIGHT POLES SHALL BE AMERON TYPE 1-C1 SERIES OR AGENCY APPROVED EQUAL.
5. ALL STREETLIGHT WIRING SHALL BE UNDERGROUND.
6. ON STREETS WHERE THE SIDEWALK AND CURB ARE GREATER THAN SIX AND ONE HALF (6½) FEET IN WIDTH, THE MAST ARMS AND BRACKETS SHALL BE PERPENDICULAR TO THE CURB FACE. THE STREETLIGHT ELECTROLIERS SHALL BE PLACED TWENTY-FOUR (24) INCHES FROM THE CURB FACE TO THE CENTER OF THE POLE. USE A FOUR (4) FOOT LONG MAST ARM FOR 39-WATT LED STREETLIGHT AND SIX (6) FOOT LONG MAST ARM FOR ALL OTHER WATTAGE, UNLESS OTHERWISE SPECIFIED.
7. ON STREETS WHERE THE SIDEWALK AND CURB ARE LESS THAN OR EQUAL TO SIX AND ONE HALF (6½) FEET IN WIDTH, THE STREETLIGHT ELECTROLIERS AND PULL BOXES SHALL BE PLACED OUTSIDE OF THE SIDEWALK AREA UNLESS OTHERWISE SPECIFIED. USE AN EIGHT (8) FOOT LONG MAST ARM FOR ALL WATTAGE, UNLESS OTHERWISE SPECIFIED.
8. ALL LIGHTS SHOWN ON THE PLANS SHALL BE ENERGIZED PRIOR TO ACCEPTANCE OF THE LIGHTING SYSTEM TO A COUNTY LIGHTING MAINTENANCE DISTRICT.
9. EXISTING STREET LIGHTING SYSTEMS SHALL REMAIN IN OPERATION DURING ANY MODIFICATION. ANY PROPOSED TEMPORARY STREET LIGHTING SYSTEM MUST BE APPROVED BY THE LOS ANGELES COUNTY PUBLIC WORKS.
10. FIVE (5) FOOT CLEARANCE TO BE MAINTAINED FROM FIRE HYDRANT.

11. FOUR (4) FOOT CLEARANCE TO BE MAINTAINED FROM TOP OF SLOPE AT COMMERCIAL DRIVEWAY, AND TWO (2) FOOT CLEARANCE FROM RESIDENTIAL DRIVEWAY.
12. TWO (2) FOOT CLEARANCE TO BE MAINTAINED FROM TOP OF CURB RAMPS.
13. A MINIMUM OF TWENTY (20) FOOT CLEARANCE TO BE MAINTAINED FROM CENTER OF OR A MINIMUM OF FIVE (5) FOOT CLEARANCE FROM THE ULTIMATE TREE CANOPY.
14. ALL EXISTING AND PLANNED TREES TO BE SHOWN ON STREET LIGHTING PLAN.

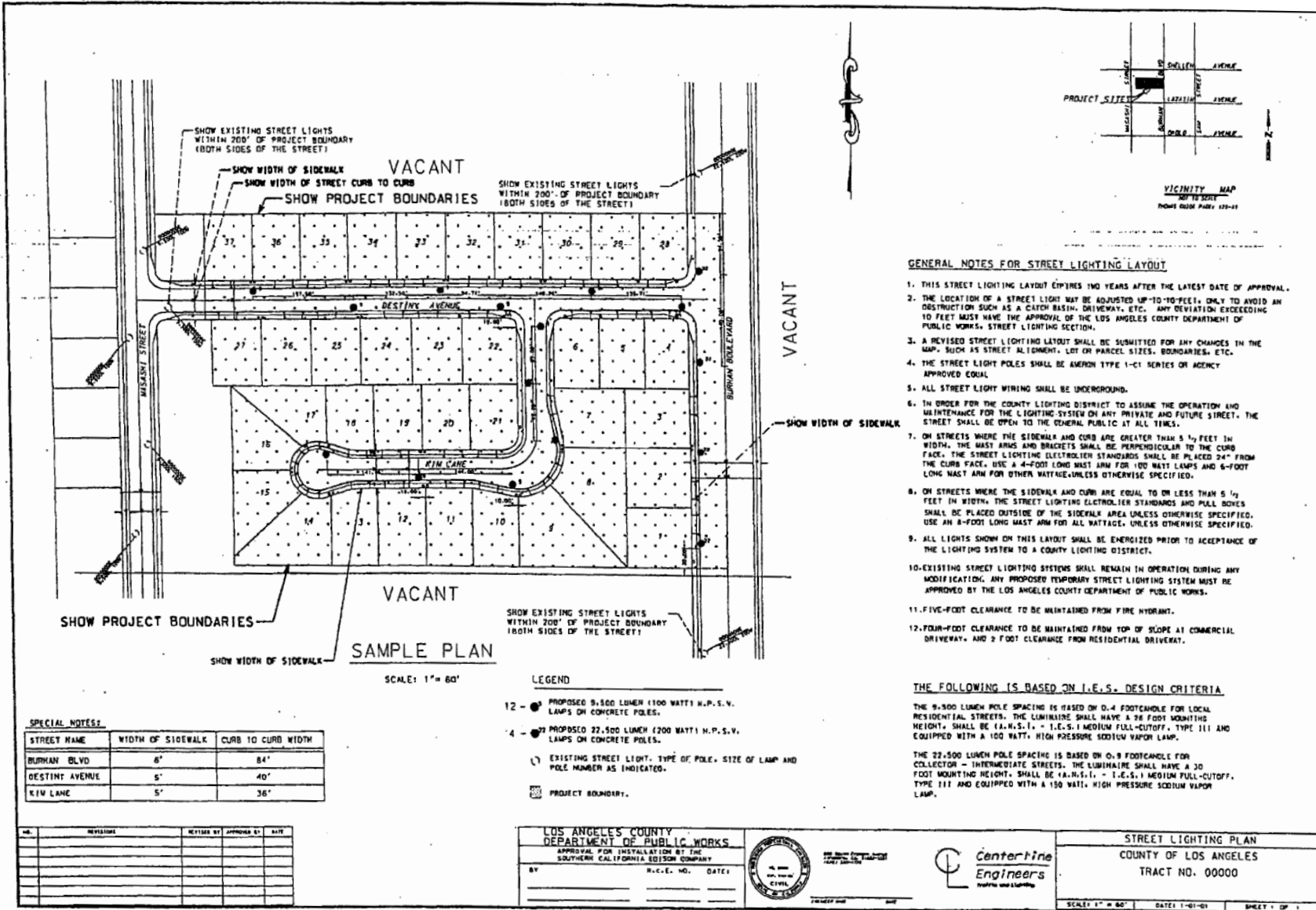
# **ATTACHMENT D**

## **SIGNATURE BLOCK FOR LS1**

LOS ANGELES COUNTY PUBLIC WORKS		
APPROVAL FOR INSTALLATION BY SOUTHERN CALIFORNIA EDISON		
BY	R.C.E. NO.	DATE
_____	_____	_____
_____	_____	_____

















# ATTACHMENT E

## SAMPLE STREET LIGHTING PLAN FOR LS-1 SYSTEM



# **ATTACHMENT F**

## **LS-2 AND LS-3 STREETLIGHTS LEGEND**

-  PROPOSED LED EQUIVALENT FOR (100 WATT) HPSV STREETLIGHTS ON CONCRETE POLES (2700K)
-  PROPOSED LED EQUIVALENT FOR (150 WATT) HPSV STREETLIGHTS ON CONCRETE POLES (2700K)
-  PROPOSED LED EQUIVALENT FOR (200 WATT) HPSV STREETLIGHTS ON CONCRETE POLES (2700K)
-  PROPOSED LED EQUIVALENT FOR (250 WATT) HPSV STREETLIGHTS ON CONCRETE POLES (2700K)
-  PROPOSED LED EQUIVALENT FOR (\_\_\_ WATT) HPSV STREETLIGHTS ON WOOD POLES (2700K)
-  EXISTING STREETLIGHT, TYPE OF POLE, SIZE OF LAMP AND POLE NUMBER AS INDICATED.
-  STREETLIGHT APPROVED PER ADJACENT DEVELOPMENT. INDICATE TRACT NUMBER, PARCEL MAP NUMBER, PLAN NUMBER, ETC.
-  PROPOSED STREETLIGHT SHOWN ON A DIFFERENT SHEET
-  PROPOSED HIGHWAY SAFETY LIGHT (HSL) – LIGHTS ON SIGNAL STANDARDS
-  EXISTING HIGHWAY SAFETY LIGHT (HSL) – LIGHTS ON SIGNAL STANDARDS
-  EXISTING CALTRANS STREETLIGHT
-  EXISTING \_\_\_\_\_ LUMEN STREETLIGHT ON \_\_\_\_\_ POLE TO BE REMOVED
-  EXISTING \_\_\_\_\_ LUMEN STREETLIGHT ON \_\_\_\_\_ POLE TO BE RELOCATED
-  NEW LOCATION OF RELOCATED STREETLIGHT
-  EXISTING 9,500 LUMEN HPSV STREETLIGHT ON \_\_\_\_\_ POLE TO BE UPGRADED TO 71-WATT LED STREETLIGHT (2700K)
-  EXISTING 16,000 LUMEN HPSV STREETLIGHT ON \_\_\_\_\_ POLE TO BE DOWNGRADED TO 45-WATT LED STREETLIGHT (2700K)

C = CONCRETE

W = WOOD

S = STEEL

# = LUMENS

## **ATTACHMENT G**

### **ILLUMINATION DESIGN GUIDELINES FOR LS-2 AND LS-3 STREETLIGHTS**

LED EQUIVALENT FOR (100 WATT) HPSV STREETLIGHTS, THE POLE SPACING IS BASED ON 0.4 FOOTCANDLES, FOR “LOCAL RESIDENTIAL” STREETS. THE LUMINAIRE SHALL HAVE A TWENTY-FIVE (25) FOOT MOUNTING HEIGHT, SHALL BE (ANSI-IES) MEDIUM, TYPE II OR TYPE III.

LED EQUIVALENT FOR (150 WATT) HPSV STREETLIGHTS, THE POLE SPACING IS BASED ON 0.9 FOOTCANDLES, FOR “COLLECTOR INTERMEDIATE” STREETS. THE LUMINAIRE SHALL HAVE A THIRTY (30) FOOT MOUNTING HEIGHT, SHALL BE (ANSI-IES) MEDIUM, TYPE II OR TYPE III.

LED EQUIVALENT FOR (200 WATT) HPSV STREETLIGHTS, THE POLE SPACING IS BASED ON 1.4 FOOTCANDLES, FOR “MAJOR INTERMEDIATE” STREETS. THE LUMINAIRE SHALL HAVE A THIRTY (30) FOOT MOUNTING HEIGHT, SHALL BE (ANSI-IES) MEDIUM, TYPE II OR TYPE III.

LED EQUIVALENT FOR (250 WATT) HPSV STREETLIGHTS, THE POLE SPACING IS BASED ON 1.4 FOOTCANDLES, FOR “HIGHWAY INTERMEDIATE” STREETS. THE LUMINAIRE SHALL HAVE A THIRTY (30) FOOT MOUNTING HEIGHT, SHALL BE (ANSI-IES) MEDIUM, TYPE II OR TYPE III.

# **ATTACHMENT H**

## **GENERAL NOTES FOR LS-2 AND LS-3 STREET LIGHTING PLANS**

1. THIS STREET LIGHTING PLAN EXPIRES TWO YEARS AFTER THE LATEST DATE OF APPROVAL.
2. THE LOCATION OF A STREETLIGHT MAY ONLY BE ADJUSTED IN THE FIELD UP TO TEN (10) FEET, ONLY TO AVOID AN OBSTRUCTION SUCH AS A CATCH BASIN, DRIVEWAY, ETC. ANY DEVIATION EXCEEDING TEN (10) FEET MUST HAVE THE APPROVAL OF THE LOS ANGELES COUNTY PUBLIC WORKS, STREET LIGHTING SECTION. IF SUCH APPROVAL IS NOT OBTAINED, THE STREETLIGHTS PROPOSED BY THIS PLAN WILL NOT BE ACCEPTED BY COUNTY LIGHTING MAINTENANCE DISTRICT.
3. REVISED STREET LIGHTING PLANS SHALL BE SUBMITTED FOR ANY CHANGES IN THE MAP, SUCH AS STREET ALIGNMENT, LOT OR PARCEL SIZES, BOUNDARIES, ETC.
4. THE STREETLIGHT POLE SHALL BE CONCRETE AMERON TYPE 1-C1 SERIES OCTAGONAL POLE, COLOR MIX 01 WITH ANTI-GRAFFITI COATING OR AGENCY APPROVED EQUAL. FOR DETAILS, SEE ATTACHMENT I, EXHIBIT L-1.
5. CONCRETE POLES SHALL BE ANCHORED BY 1" X 36" X 4" STEEL ANCHORED BOLTS, BASE PLATE, AND FOUNDATION CAP. FOR DETAILS, SEE ATTACHMENT I, EXHIBIT L-1.
6. LUMINAIRE SHALL BE LIGHT-EMITTING DIODE (LED).
7. LUMINAIRE SHALL BE PROVIDED WITH ANSI C136.41 RECEPTACLE WITH SEVEN CONTACTS, THREE TWIST LOCK CONTACTS, A SHORTING CAP, AND A 0-10V DIMMABLE DRIVER.
8. ALL STREETLIGHT WIRING SHALL BE UNDERGROUND.
9. ON STREETS WHERE THE SIDEWALK AND CURB ARE GREATER THAN SIX AND ONE HALF (6 ½) FEET IN WIDTH, THE MAST ARMS AND BRACKETS SHALL BE PERPENDICULAR TO THE CURB FACE. THE STREETLIGHT ELECTROLIERS SHALL BE PLACED TWENTY-FOUR (24) INCHES FROM THE CURB FACE TO THE CENTER OF THE POLE. USE A FOUR (4) FOOT LONG MAST ARM FOR 45-WATT LED STREETLIGHT AND SIX (6) FOOT LONG MAST ARM FOR ALL OTHER WATTAGE, UNLESS OTHERWISE SPECIFIED.
10. ON STREETS WHERE THE SIDEWALK AND CURB ARE LESS THAN OR EQUAL TO SIX AND ONE HALF (6 ½) FEET IN WIDTH, THE STREETLIGHT ELECTROLIERS AND PULL BOXES SHALL BE PLACED OUTSIDE OF THE SIDEWALK AREA UNLESS OTHERWISE SPECIFIED. USE AN EIGHT (8) FOOT LONG MAST ARM FOR ALL WATTAGE, UNLESS OTHERWISE SPECIFIED.

11. EXISTING STREET LIGHTING SYSTEMS SHALL REMAIN IN OPERATION DURING ANY MODIFICATION. ANY PROPOSED TEMPORARY STREET LIGHTING SYSTEM MUST BE APPROVED BY THE LOS ANGELES COUNTY PUBLIC WORKS.
12. FOR STREETLIGHT RELOCATION, ALL SIGNS ON THE EXISTING STREETLIGHT POLES SHALL BE RELOCATED TO THE NEW STREETLIGHT POLES. ALL SIGN RELOCATION SHALL BE COORDINATED WITH THE INSPECTOR.
13. FIVE (5) FOOT CLEARANCE TO BE MAINTAINED FROM FIRE HYDRANT.
14. FOUR (4) FOOT CLEARANCE TO BE MAINTAINED FROM TOP OF SLOPE AT COMMERCIAL DRIVEWAY, AND TWO (2) FOOT CLEARANCE FROM RESIDENTIAL DRIVEWAY AND CURB RAMPS.
15. ALL WORK SHALL BE IN ACCORDANCE TO THE LATEST EDITION OF THE STANDARD SPECIFICATIONS FOR PUBLIC WORKS CONSTRUCTION, UNLESS OTHERWISE NOTED ON THE PLAN.
16. ALL WORK IN THE PUBLIC RIGHT-OF-WAY SHALL BE PER THE LOS ANGELES COUNTY PUBLIC WORKS' STANDARDS, CODES, AND PERMIT REQUIREMENTS, AND TO THE SATISFACTION OF PUBLIC WORKS.
17. PULL BOXES SHALL BE PLACED ADJACENT TO THE PROPOSED STREETLIGHTS WITH MINIMUM FIVE (5) FEET CLEARANCE FROM THE SIDE OF THE FOUNDATION FOR EACH STREETLIGHT STANDARD TO FACILITATE MAINTENANCE OF THE INDIVIDUAL STREETLIGHT.
18. PULL BOXES LOCATED ADJACENT TO DRIVEWAYS AND ALLEYS SHALL BE INSTALLED AT A MINIMUM DISTANCE OF FIVE (5) FEET FROM THE TOP OF THE DRIVEWAY "X" OR FIVE (5) FEET FROM THE TRAVEL WAY OF THE ALLEY. PULL BOXES SHALL NOT BE INSTALLED IN ANY PART OF A DRIVEWAY, CURB RAMP AREA OR OTHER TRAVELLED WAY.
19. PULL BOXES SHALL BE TYPE 2 WITH POLYMER CONCRETE COVER INSCRIBED "STREET LIGHTING HIGH VOLTAGE". PULL BOXES, COVERS, AND EXTENSION SHALL BE POLYMER CONCRETE MATERIAL, CONCRETE GRAY, SHALL BE ARMORCAST OR AGENCY APPROVED EQUAL .
20. STREETLIGHTS SHALL BE ERECTED SO THAT THE BASE DOOR (HANDHOLD COVER) IS FACING THE DIRECTION OF TRAVEL.
21. LS-3 STREETLIGHT FOUNDATION SHALL BE IN ACCORDANCE WITH DETAIL STANDARD AS SHOWN ON THE PLAN. FOR DETAILS, SEE ATTACHMENT I, EXHIBIT L-3.
22. FOUNDATION CAPS SHALL BE THE SAME COLOR, FINISH, AND MATERIAL AS THE ADJACENT SIDEWALK, AND BE A MINIMUM OF FOUR (4) INCHES THICK. THE FOUR (4) INCHES THICK PCC CAP SHALL BE CONSTRUCTED TO THE BACK OF THE ROADWAY CURB.



23. PROPOSED LS-3 STREETLIGHT FOUNDATIONS, PEDESTALS, PULL BOXES AND OTHER ASSOCIATED LS-3 STREETLIGHT SYSTEM APPURTENANCES SHALL BE INSTALLED WITHIN THE PUBLIC RIGHT-OF-WAY.
24. CONTRACTOR SHALL LOCATE AND PROTECT SUBSTRUCTURE(S) AND SHALL PROVIDE A MINIMUM TWELVE (12) INCH HORIZONTAL CLEARANCE BETWEEN FOUNDATION AND SUBSTRUCTURES. IN THE EVENT THAT A TWELVE (12) INCH CLEARANCE CANNOT BE ACHIEVED, THE CONTRACTOR SHALL MAKE ARRANGEMENTS FOR RELOCATION OF SUBSTRUCTURES AT NO COST TO LOS ANGELES COUNTY PUBLIC WORKS.
25. STREETLIGHTS SHALL BE CONSTRUCTED PER THE LOS ANGELES COUNTY PUBLIC WORKS APPROVED PLAN. STREETLIGHTS NOT CONSTRUCTED ACCORDING TO THE APPROVED PLAN SHALL BE REMOVED AND RELOCATED AT NO COST TO LOS ANGELES COUNTY PUBLIC WORKS.
26. THE DEVELOPER AND/OR APPLICANT SHALL COORDINATE WITH SCE FOR THE LOCATION OF THE SERVICE PEDESTAL PRIOR TO THE APPROVAL THE STREET LIGHTING PLAN. VOLTAGES FOR OVERHEAD LINES IN THE VICINITY OF THE STREETLIGHTS MUST BE SHOWN ON PLANS.
27. SAFETY CLEARANCE SHALL BE OBTAINED FROM THE AFFECTED UTILITY COMPANY BEFORE DOING ANY WORK IN CLOSE PROXIMITY TO ANY OVERHEAD ELECTRIC LINE. ALL STREETLIGHTS MUST MAINTAIN A 12' MINIMUM CLEARANCE IN ALL DIRECTIONS FROM ANY OVERHEAD HIGH-VOLTAGE (600 VOLTS – 50,000 VOLTS) ELECTRIC POWER LINES.
28. IN THE EVENT OF OVERHEAD LINE CONFLICT WITH STREETLIGHTS, THE CONTRACTOR SHALL MAKE NECESSARY ARRANGEMENTS WITH SCE TO RAISE THEIR OVERHEAD FACILITIES IN ORDER TO PROVIDE FOR THE REQUIRED CLEARANCES WITH EXISTING AND/OR PROPOSED STREETLIGHTS AT NO COST TO LOS ANGELES COUNTY PUBLIC WORKS.
29. CONTRACTOR SHALL REPAIR AT THEIR COST; THE DAMAGE CAUSED TO ANY EXISTING UNDERGROUND UTILITY DURING THE CONSTRUCTION OF STREETLIGHTS.
30. ALL CONDUITS FROM PULL BOX TO STREETLIGHT SHALL BE ONE AND A HALF (1 1/2) INCHES UL APPROVED PVC SCHEDULE 80, UNLESS OTHERWISE SPECIFIED.
31. ALL CONDUITS FROM PULL BOX TO PULL BOX SHALL BE THREE (3) INCHES UL APPROVED PVC SCHEDULE 80, UNLESS OTHERWISE SPECIFIED.
32. ALL CONDUITS FROM SERVICE PEDESTAL TO PULL BOX SHALL BE THREE (3) INCHES UL APPROVED PVC SCHEDULE 80, UNLESS OTHERWISE SPECIFIED.
33. ALL CONDUITS SHALL BE LAID TO A DEPTH OF NOT LESS THAN THIRTY (30) INCHES BELOW THE GUTTER FLOW LINE, UNLESS OTHERWISE SPECIFIED. FOR DETAILS, SEE ATTACHMENT I, EXHIBIT L-4.

34. ALL SPLICES IN PULL BOXES SHALL BE WATERTIGHT, TAPED (VINYL OVER RUBBER) AND SCOTCHKOTED.
35. IT WILL BE THE RESPONSIBILITY OF THE DEVELOPER AND/OR APPLICANT TO FURNISH AND CONSTRUCT ALL THE STREETLIGHTS IMPROVEMENTS INCLUDING INSTALLATION OF UNDERGROUND CONDUIT SYSTEM, PULL BOXES, PULL ROPES, STUB-OUTS, CONDUCTORS, FOUNDATIONS, POLES, MAST ARMS, SERVICE PEDESTALS AND CABINETS, STREETLIGHTS, AND ALL OTHER NECESSARY APPURTENANCES IN ACCORDANCE TO LOS ANGELES COUNTY PUBLIC WORKS STANDARDS.
36. SCE OR ITS CONTRACTOR WILL INSTALL NEW TRANSFORMER, RISER, AT THE SCE SERVICE POINT, AND PROVIDE SERVICE CONNECTION. ALL COSTS TO BE PAID BY THE DEVELOPER AND/OR APPLICANT.
37. ALL CONDUIT WORK BETWEEN SCE SERVICE POINT AND THE PROPOSED SERVICE PEDESTAL SHALL CONFORM TO SCE STANDARDS, PUBLISHED IN SCE'S UNDERGROUND STRUCTURES STANDARDS MANUAL (UGS), AVAILABLE AT [WWW.SCE.COM](http://WWW.SCE.COM) AND THE STATE OF CALIFORNIA DEPARTMENT OF TRANSPORTATION STANDARD SPECIFICATIONS, SECTION 86, UNLESS OTHERWISE NOTED ON THE PLANS.
38. SERVICE PEDESTAL SHALL BE INSTALLED WITH CABINET ACCESS DOOR FACING THE DIRECTION OF TRAVEL.
39. ALL STREETLIGHTS SHOWN ON THIS PLAN SHALL BE ENERGIZED PRIOR TO ACCEPTANCE OF THE LIGHTING SYSTEM TO A COUNTY LIGHTING MAINTENANCE DISTRICT. THE DEVELOPER AND/OR APPLICANT SHALL ENSURE THAT ALL REQUIRED ELECTRICAL INSPECTIONS ARE COORDINATED WITH SCE AND THE LOS ANGELES COUNTY PUBLIC WORKS' INSPECTOR PRIOR TO COVERING OR ENERGIZING THE LIGHTING SYSTEM.
40. ALL STREETLIGHT IMPROVEMENTS SHALL BE COMPLETED IN ACCORDANCE TO LOS ANGELES COUNTY PUBLIC WORKS APPROVED STREET LIGHTING PLANS PRIOR TO THE ACCEPTANCE OF THE STREET LIGHTING SYSTEM TO COUNTY LIGHTING MAINTENANCE DISTRICT.
41. PRIOR TO ACCEPTANCE OF THE WORK, THE DEVELOPER AND/OR APPLICANT SHALL SUBMIT ONE COMPLETE SET OF "AS BUILT" PLANS AND ANY PERTINENT DATA AS REQUIRED BY THE ENGINEER SHOWING IN DETAIL ALL CONSTRUCTION CHANGES.
42. THE OPERATION AND MAINTENANCE OF THE STREETLIGHTS ON PRIVATE AND FUTURE ROADWAYS SHALL BE THE RESPONSIBILITY OF THE HOMEOWNER ASSOCIATION/DEVELOPER.
43. ALL COST FOR FURNISHING AND INSTALLING ELECTRICAL WORK SHOWN ON THE ELECTRICAL PLAN FOR WHICH NO SEPARATE ITEMS ARE INCLUDED IN THE BID SHALL BE INCLUDED IN THE LUMP SUM PRICE IN THE BID FOR "ELECTRICAL WORK".

44. ALL ELECTRICAL WORK SHALL BE IN ACCORDANCE WITH THE LATEST ACCEPTED NATIONAL ELECTRICAL CODE (NEC). LOCAL MUNICIPAL CODE AND STANDARD SPECIFICATIONS FOR PUBLIC WORKS CONSTRUCTION.
45. ALL ELECTRICAL EQUIPMENT SHALL BE LISTED BY UL OR A COUNTY APPROVED THIRD PARTY TESTING FACILITY.
46. ALL EQUIPMENT AND RACEWAYS SPECIFIED AS NEW SHALL BE FURNISHED AND INSTALLED BY THE CONTRACTOR.
47. DRAWINGS ARE DIAGRAMMATIC AND INDICATE GENERAL ARRANGEMENT OF THE EQUIPMENT AND WORK INCLUDED. THE INTENTION OF THE DRAWINGS IS TO INDICATE SIZE, CAPACITY, APPROXIMATE LOCATION AND GENERAL RELATIONSHIP BUT NOT THE EXACT DETAIL OR PHYSICAL PLACEMENT.
48. ALL DISTANCES SHALL BE FIELD-VERIFIED BY CONTRACTOR.
49. GENERAL NOTES PERTAIN TO ELECTRICAL WORK DEPICTED ON THIS PLAN ONLY. REFER TO TRAFFIC SIGNAL PLAN FOR OTHER REQUIRED WORK.
50. DESIGNER TO PROVIDE A SERVICE AGREEMENT LETTER FROM SCE INDICATING THE AVAILABLE FAULT CURRENT AT ALL SERVICE LOCATIONS. THE LETTER MUST BEAR THE PLANNER'S SIGNATURE.
51. CONTRACTOR SHALL CALL DIG ALERT TO VERIFY THE LOCATION OF EXISTING UTILITIES IN THE PROJECT AREA PRIOR TO CONDUCTING ANY EXCAVATION.
52. ALL CONDUCTORS FROM PULLBOX TO STREETLIGHT SHALL BE #10 GAUGE WIRE, UNLESS OTHERWISE SPECIFIED.
53. TWO (2) FOOT CLEARANCE FROM TOP OF CURB RAMPS.
54. A MINIMUM OF TWENTY (20) FOOT CLEARANCE FROM CENTER OF TREE OR A MINIMUM OF FIVE (5) FOOT CLEARANCE FROM THE ULTIMATE TREE CANOPY.
55. ALL EXISTING AND PLANNED TREES TO BE SHOWN ON STREET LIGHTING PLAN.
56. ALL STREETLIGHTS SHALL HAVE A DECAL INDICATING THE LAMP WATTAGE ON THE LUMINAIRE DOORS.
57. CONDUCTORS FOR EACH STREETLIGHT SHALL BE PROTECTED BY IN-LINE FUSES INSTALLED IN THE POLE BASE OR THE ADJACENT PULL BOX.

**ATTACHMENT H (CONTINUED)**  
**GENERAL, ELECTRICAL UTILITY, & DUCT INSTALLATION NOTES FOR LS-2 AND  
LS-3 STREET LIGHTING PLANS  
(PROVIDE ON ELECTRICAL PLAN SHEET)**

**GENERAL NOTES:**

1. ALL ELECTRICAL WORK SHALL BE IN ACCORDANCE WITH THE LATEST ACCEPTED BY NATIONAL ELECTRICAL CODE (NEC), LOCAL MUNICIPAL CODE AND STANDARD SPECIFICATIONS FOR PUBLIC WORKS CONSTRUCTION.
2. ALL EQUIPMENT SHALL BE PROPERLY GROUNDED PER NEC ARTICLE 250. EACH PULL BOX SHALL BE PROVIDED WITH 5/8" 8FT GROUNDING ROD.
3. ALL EQUIPMENT AND RACEWAYS SPECIFIED AS NEW SHALL BE FURNISHED AND INSTALLED BY THE CONTRACTOR.
4. DRAWINGS ARE DIAGRAMMATIC AND INDICATE GENERAL ARRANGEMENT OF THE EQUIPMENT AND WORK INCLUDED. THE INTENTION OF THE DRAWINGS IS TO INDICATE SIZE, CAPACITY, APPROXIMATE LOCATION AND GENERAL RELATIONSHIP, BUT NOT THE EXACT DETAIL OR PHYSICAL PLACEMENT.
5. ALL DISTANCES SHALL BE FIELD-VERIFIED BY CONTRACTOR.
6. CONTRACTOR SHALL VERIFY THE LOCATION OF EXISTING UTILITIES IN THE PROJECT AREA BY CONDUCTING POTHOLING METHOD PRIOR TO ANY EXCAVATION WORK.
7. ALL ELECTRICAL EQUIPMENT SHALL BE LISTED BY UL OR A COUNTY APPROVED THIRD PARTY TESTING FACILITY.

**ELECTRICAL UTILITY NOTES:**

1. CONTACT S.C.E (SOUTHERN CALIFORNIA EDISON) PLANNING OFFICE PRIOR TO STARTING CONSTRUCTION.
2. AVAILABLE FAULT CURRENT BASED ON THE SHORT CIRCUIT CURRENT VALUE SPECIFIED ON FAULT DUTY LETTER.
3. CONTRACTOR SHALL INSTALL UG CONDUITS FROM EXISTING S.C.E. POWER POLE TO NEW PAD-MOUNTED SERVICE PEDESTAL PER S.C.E REQUIREMENTS. ALL S.C.E. UNDERGROUND CONDUITS SHALL HAVE 30" MINIMUM COVER AND BENDING RADIUS NOT LESS THAN 12.5FT UNLESS SPECIFIED OTHERWISE BY S.C.E.
4. CONTRACTOR SHALL FURNISH AND INSTALL PAD FOR NEW SERVICE PEDESTAL PER S.C.E. REQUIREMENTS.

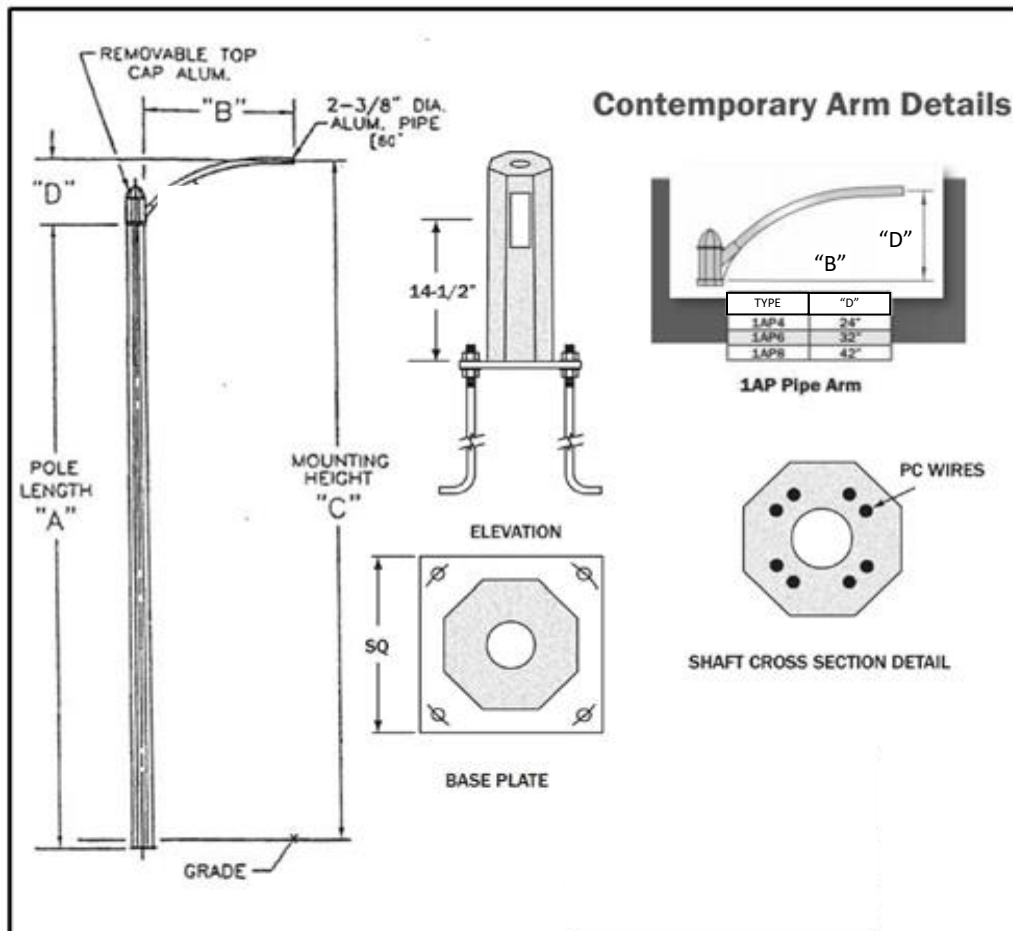
**DUCT INSTALLATION NOTES:**

1. SLOPE: PITCH DUCTS A MINIMUM SLOPE OF 1:300 DOWN TOWARD HANDHOLES AND AWAY FROM BUILDING AND EQUIPMENT. SLOPE DUCTS FROM A HIGH POINT IN RUNS BETWEEN TWO HANDHOLES TO DRAIN IN BOTH DIRECTIONS.
2. SEALING: PROVIDE TEMPORARY CLOSURE AT TERMINATIONS OF DUCTS THAT HAVE CABLES PULLED. SEAL SPARE DUCTS AT TERMINATIONS. USE SEALING COMPOUND AND PLUGS TO WITHSTAND AT LEAST 15-PSIG (1.03-MPa) HYDROSTATIC PRESSURE.
3. PULLING CORD: INSTALL 100-lbf-(445-N-) TEST NYLON CORD IN DUCTS, INCLUDING SPARES.
4. COVER: DUCT SHALL BE INSTALLED WITH MINIMUM 30" COVER UNLESS OTHERWISE NOTED.
5. MATERIAL AND INSTALLATION OF ELECTRICAL SERVICE PEDESTAL AND CONDUITS FOR SERVICE CONDUCTORS SHALL MEET S.C.E. REQUIREMENTS.
6. PROVIDE 12" MINIMUM DISTANCE FROM ANY UTILITY LINE.

# ATTACHMENT I

## EXHIBIT L-1

### Ameron Type 1-C1 Streetlight Pole and Mast Arm



Ameron Catalog Number	Pole Height "A"	"C" (PER ARM LENGTH)			Base Plate (SQ)
		4'-0" (1.22m)	6'-0" (1.83m)	8'-0" (2.44m)	
ICI-23	23' - 3"	25' - 0"	25' - 8"	26' - 6"	12"
ICI-28	28' - 3"	30' - 0"	30' - 8"	31' - 6"	12"

Ameron Catalog Number	Anchor Bolt	Bolt Circle	Ultimate G.I. Moment (Ft. LBS.)	Weight (LBS.)
ICI-23	1" x 36" x 4"	12 - 1/2"	22,000	940
ICI-28	1" x 36" x 4"	12 - 1/2"	27,400	1,240

#### NOTES:

CONCRETE TO BE 6,000 PSI COMPRESSION MINIMUM IN 28 DAYS.

MANUFACTURED TO ASTM C 1089-88.

BASEPLATE ASTM A-36 FULLY PRESTRESSED WITH (8) 5/16" DIA. (8) A-416 WIRES.

DIMS IN BRACKETS ARE MILLIMETERS UNLESS NOTED OTHERWISE.

Ameron

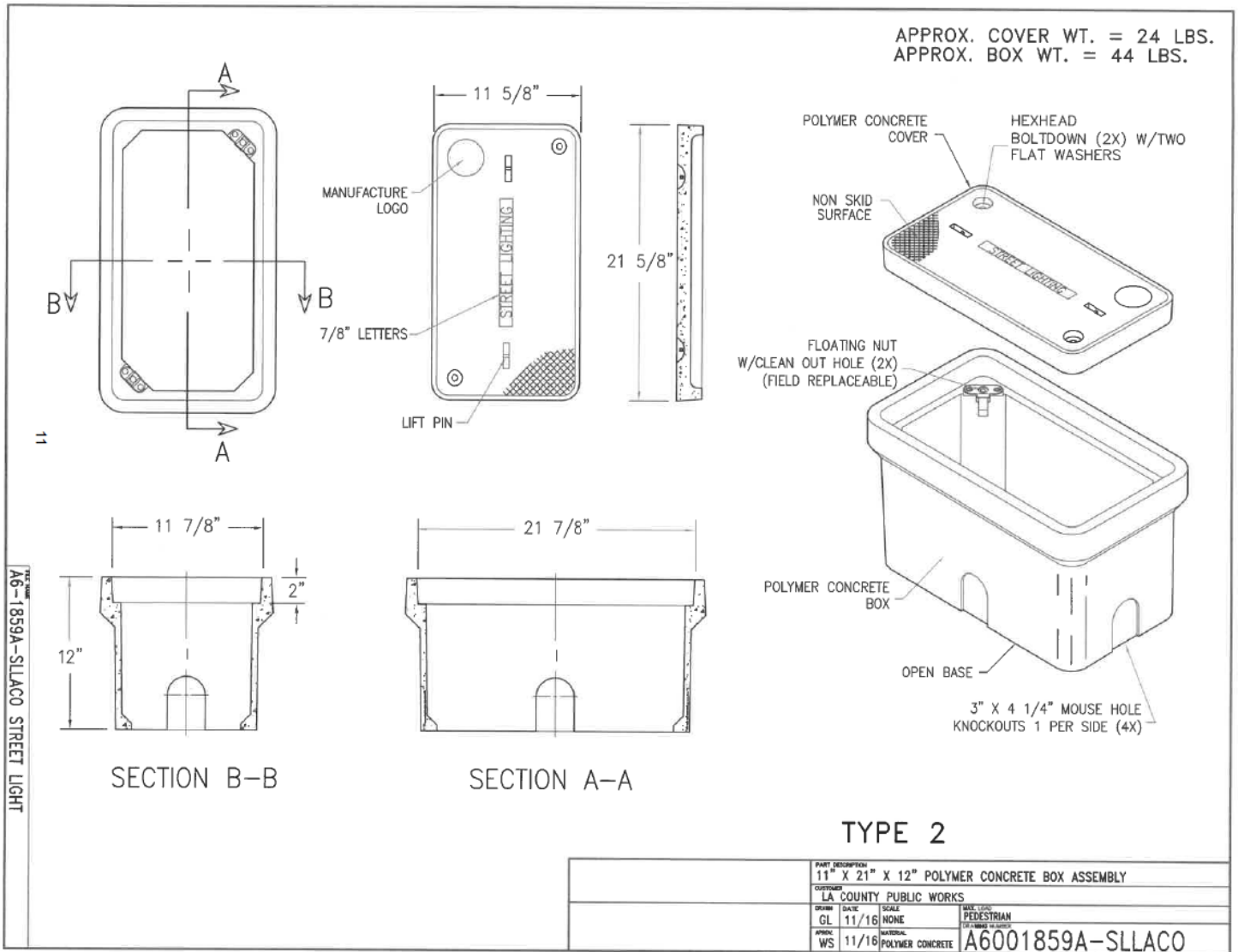
POLE PRODUCTS  
& SYSTEMS

POLES W/CF ALUM ARMS

# ATTACHMENT I

## EXHIBIT L-2

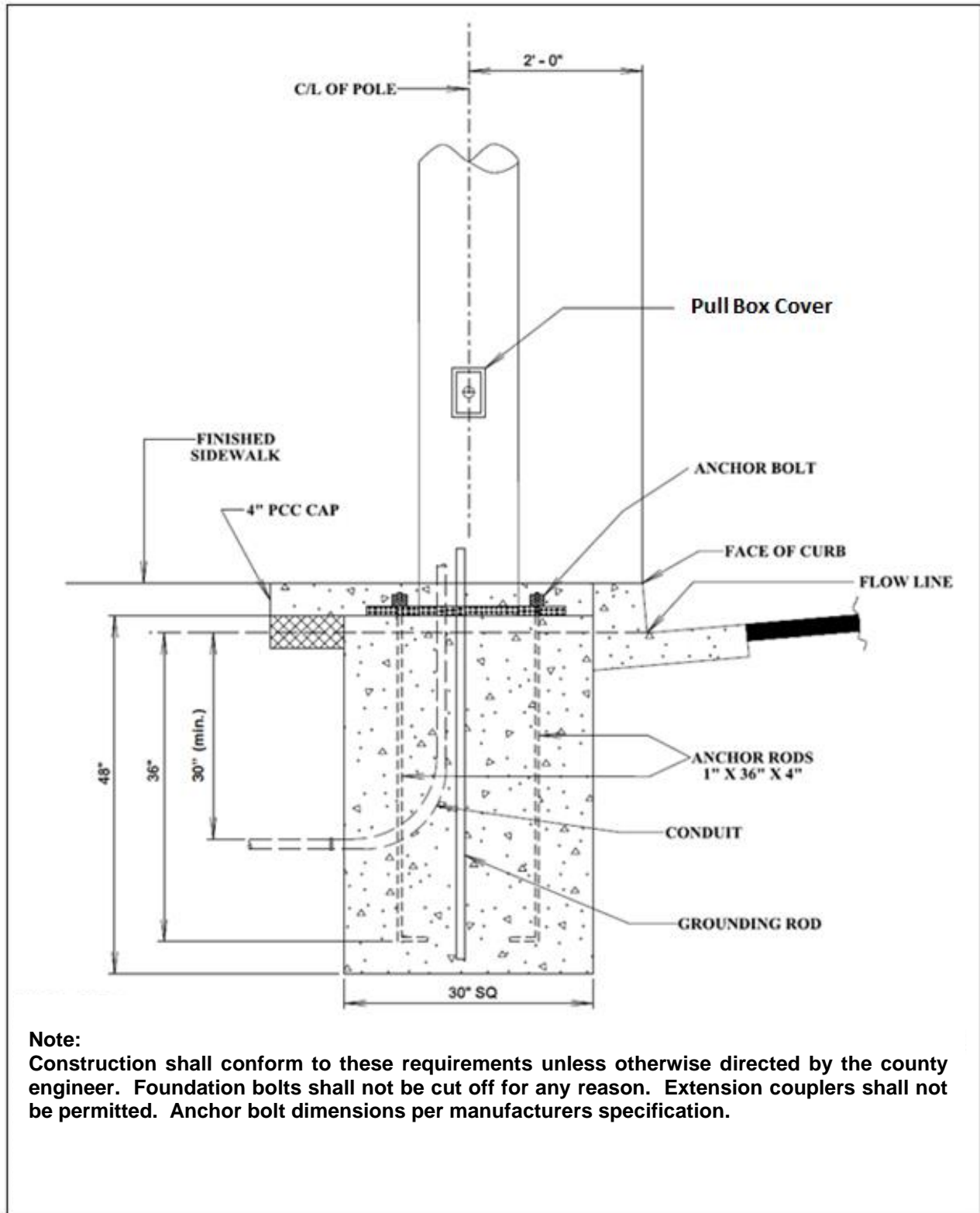
### Pull Box Specifications



# **ATTACHMENT I**

## **EXHIBIT L-3**

### **LS-2 AND LS-3 Streetlight Foundations**

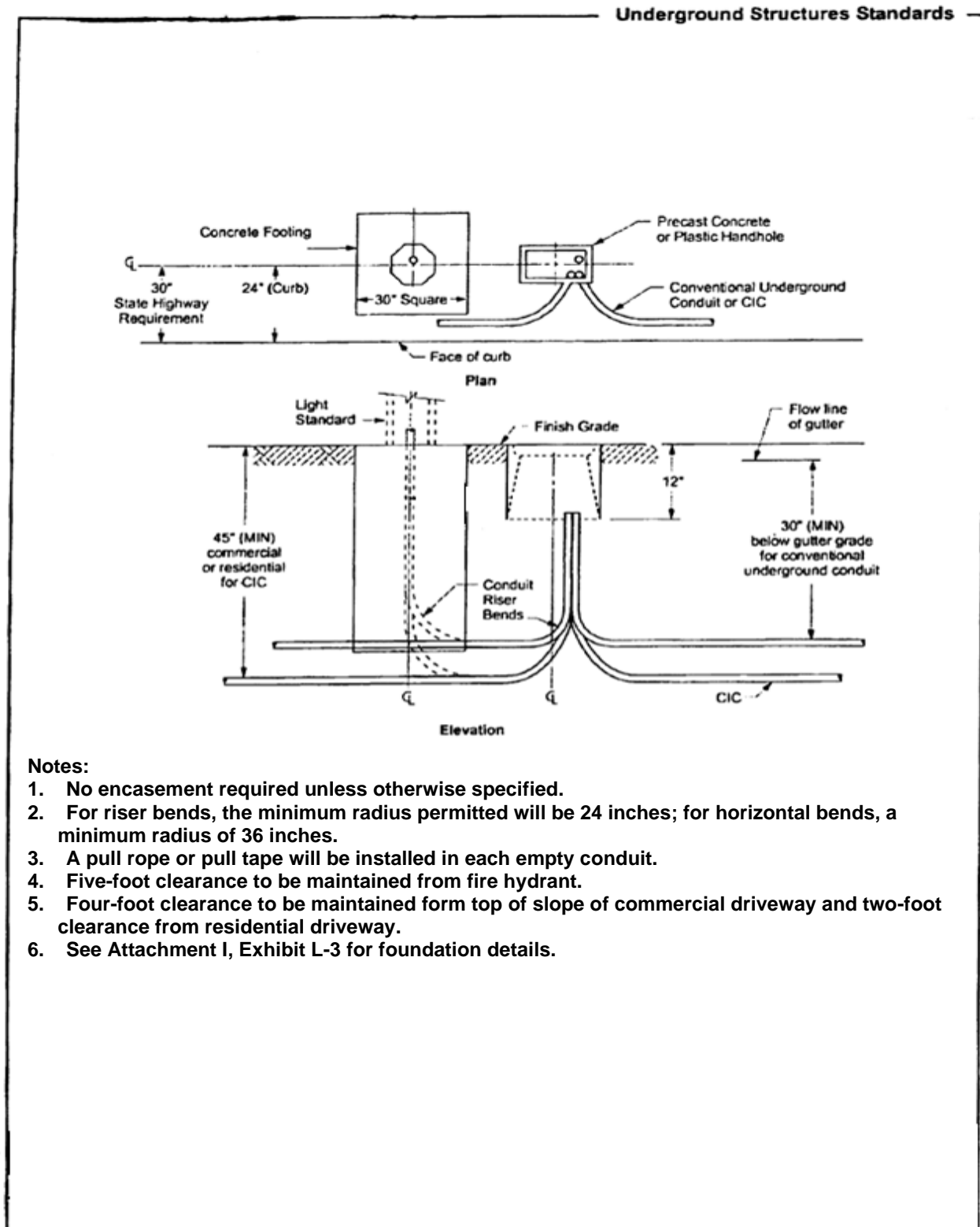




# ATTACHMENT I

## EXHIBIT L-4

### Typical Conduit and Riser Bend Installation for Pull Box through Service to Streetlight Standards



## **ATTACHMENT J**

### **STREET LIGHTING SIGNATURE BLOCK FOR LS2 AND LS3**

LOS ANGELES COUNTY PUBLIC WORKS		
APPROVAL FOR INSTALLATION		
BY	R.C.E. NO.	DATE
_____	_____	_____
_____	_____	_____

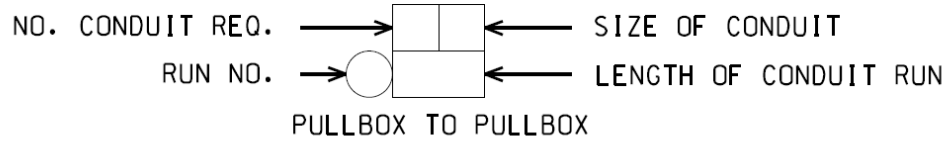
### **ELECTRICAL SIGNATURE BLOCK FOR LS2 AND LS3**

REVIEWED BY: _____	DATE: _____

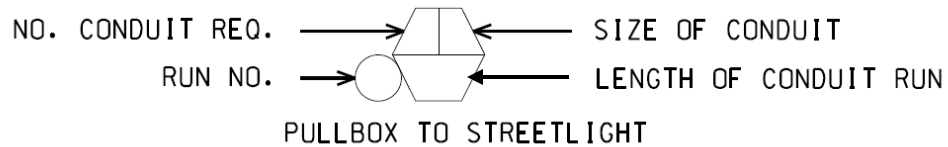
# **ATTACHMENT K**

## **LEGEND OF CONDUIT SYMBOLS**

### MAIN LINE CONDUIT



### STREET LIGHT CONDUIT

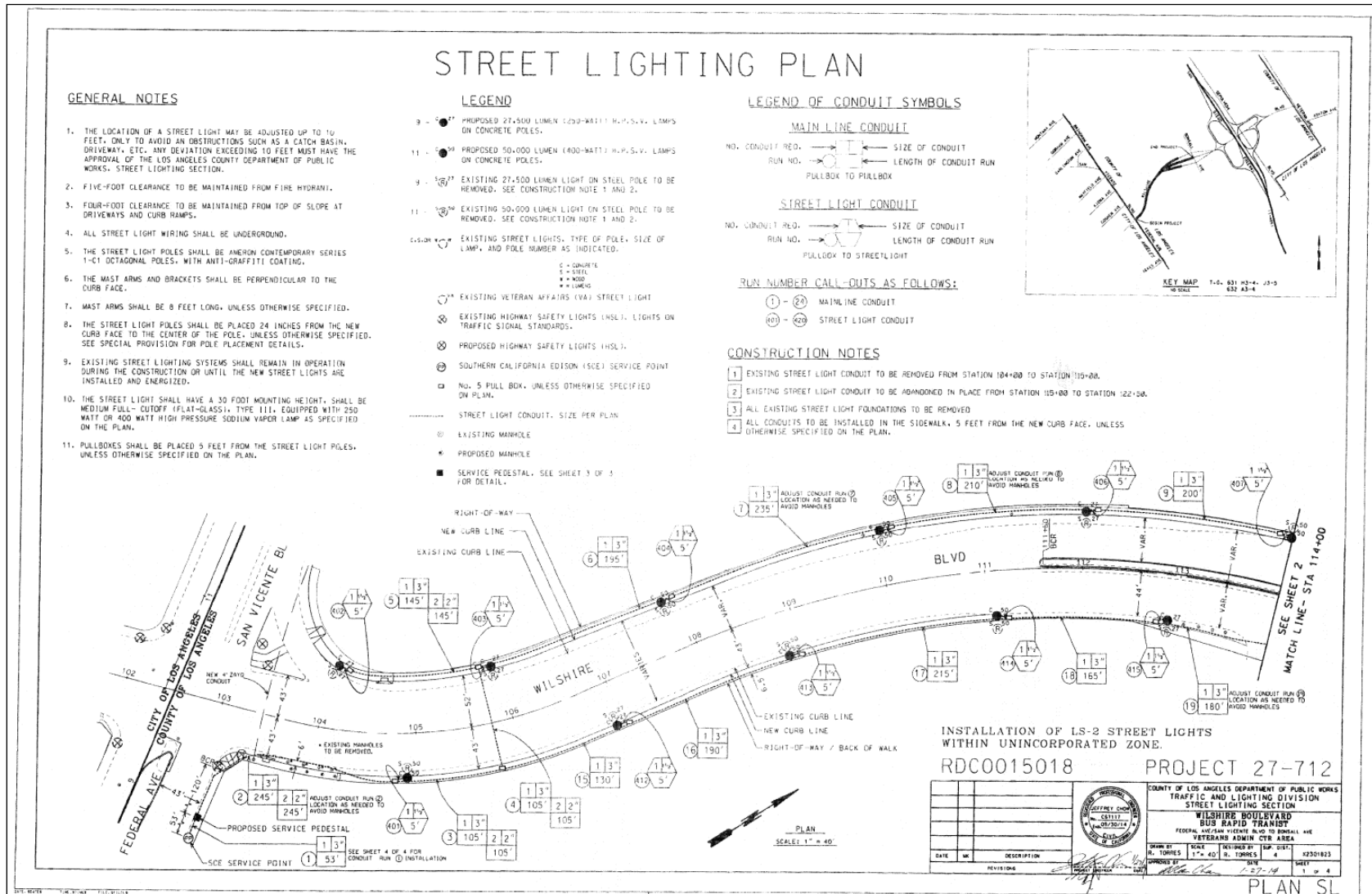


### RUN NUMBER CALL-OUTS AS FOLLOWS:

- ① – ②④ MAINLINE CONDUIT
- ④① – ④②① STREET LIGHT CONDUIT

# ATTACHMENT L

## SAMPLE STREET LIGHTING PLAN FOR LS-2 AND LS-3 SYSTEM



## **ATTACHMENT M**

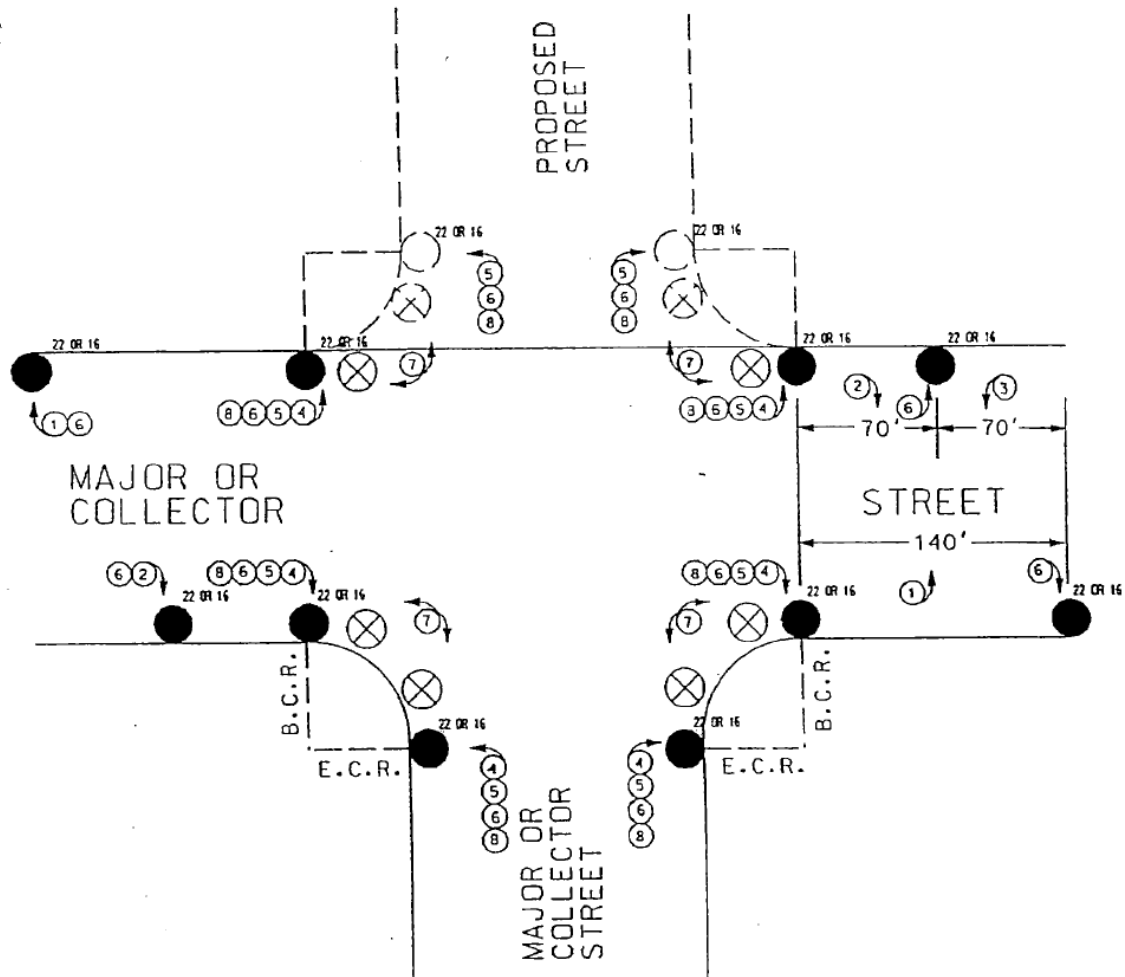
### **Approved LED Streetlights for the Equivalent of H.P.S.V Streetlights**

		<b>Manufacturer</b>	<b>Catalog Number</b>	<b>Type</b>	<b>Power</b>
Local	100W HPSV	Holophane & American Lighting	ATBX P50 MVOLT R3 27K MP NL P7 JP RFD320419	10E	45W
Collector	150W HPSV	Holophane & American Lighting	ATBS P30 MVOLT R3 27K MP NL P7 JP RFD320687	15E	65W
Major	200W HPSV	Holophane & American Lighting	ATBM P30 MVOLT R3 4B 27K MP NL P7 JP RFD320421	20E	118W
Major	250W HPSV	Holophane & American Lighting	ATBM P30 MVOLT R3 4B 27K MP NL P7 JP RFD320422	25E	118W
Major	310W HPSV	Holophane & American Lighting	ATBM P30 MVOLT R3 4B 27K MP NL P7 JP RFD321750	40E	118W
Major	400W HPSV	Holophane & American Lighting	ATBM P30 MVOLT R3 4B 27K MP NL P7 JP RFD321750	40E	118W

# ATTACHMENT N

## EXHIBIT L-1

### Major or Collector Highway intersection with Major or Collector Highway

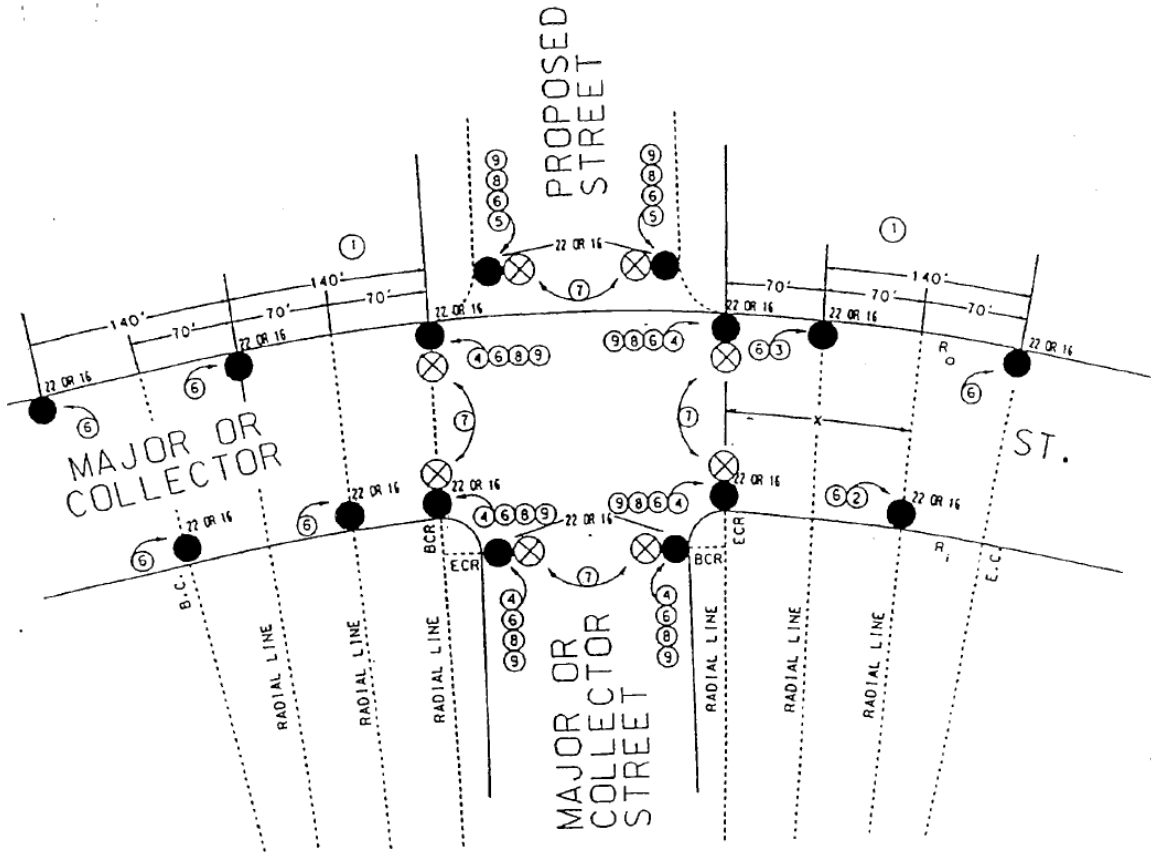


1. 140' SPACING FROM INTERSECTION LIGHT TO FIRST MID-BLOCK LIGHT ON EXIT SIDE. TYPICAL.
2. 70' SPACING FROM INTERSECTION LIGHT TO FIRST MID-BLOCK LIGHT ON APPROACH SIDE. TYPICAL.
3. 70' STAGGERED SPACING FOR MID-BLOCK LIGHTS. TYPICAL.
4. REQUIRED LOCATIONS AT B.C.R. FOR T-INTERSECTION.
5. REQUIRED LOCATIONS AT B.C.R. FOR 4-WAY INTERSECTION.
6. FOR LAMP SIZES SEE "STREETLIGHT SPACINGS AND SIZES" ON PAGE 6.
7. PROPOSED HIGHWAY SAFETY LIGHTS (LIGHTS ON SIGNAL STANDARDS). LIGHT LOCATIONS PER PROPOSED SIGNAL PLAN.
8. INTERSECTION LIGHTS ARE NOT REQUIRED WHEN HIGHWAY SAFETY LIGHTS ARE PROPOSED. THE FIRST MID-BLOCK LIGHTS SHALL BE MEASURED FROM THE B.C.R.

# ATTACHMENT N

## EXHIBIT L-2

**Major or Collector Highway intersection with Major or Collector Highway when Curves are involved**



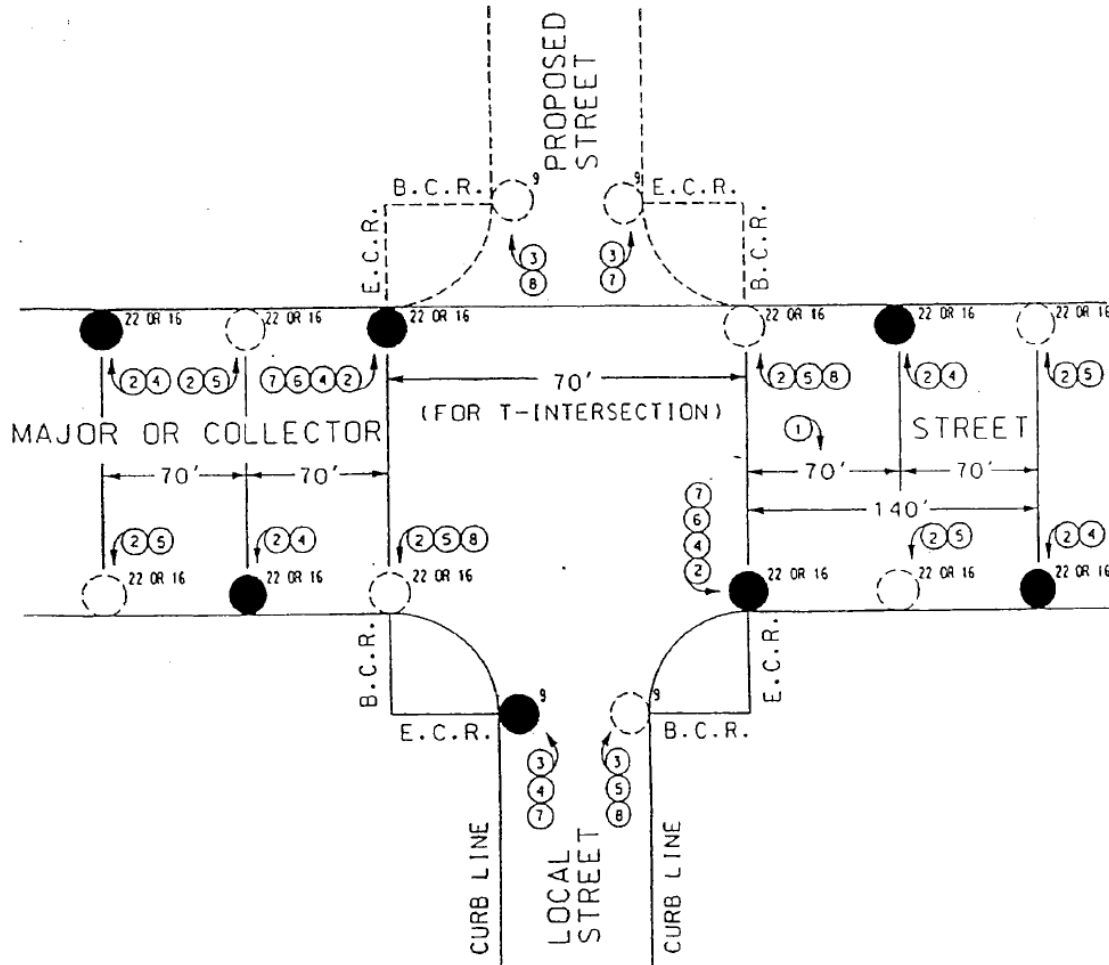
$R_0$  = OUTSIDE RADIUS.  $R_i$  = INSIDE RADIUS.  $R$  = CENTERLINE RADIUS

1. WHEN CURVES ARE INVOLVED. SPACING BETWEEN LIGHTS ON OUTSIDE CURVE CONTROLS.
2.  $X = R_i/R_0(140')$  ON INSIDE CURVE SPACING FROM INTERSECTION LIGHT TO FIRST MID-BLOCK LIGHT ON EXIT SIDE. TYPICAL.
3. 70' SPACING FROM INTERSECTION LIGHT TO FIRST MID-BLOCK LIGHT ON APPROACH SIDE. TYPICAL.
4. REQUIRED LOCATIONS AT B.C.R. FOR T-INTERSECTION.
5. REQUIRED LOCATIONS AT B.C.R. FOR 4-WAY INTERSECTION.
6. FOR LAMP SIZES SEE "STREETLIGHT SPACINGS AND SIZES" ON PAGE 6.
7. PROPOSED HIGHWAY SAFETY LIGHTS (LIGHTS ON SIGNAL STANDARDS). LIGHT LOCATIONS PER PROPOSED SIGNAL PLAN.
8. INTERSECTION LIGHTS ARE NOT REQUIRED WHEN HIGHWAY SAFETY LIGHTS ARE PROPOSED. THE FIRST MID-BLOCK LIGHT SHALL BE MEASURED FROM THE B.C.R.
9. LIGHTS AT INTERSECTION TO BE PLACED AT B.C.R. EXCEPT OTHERWISE NOTED.

# ATTACHMENT N

## EXHIBIT L-3

### Major or Collector Highway intersection with Local Street



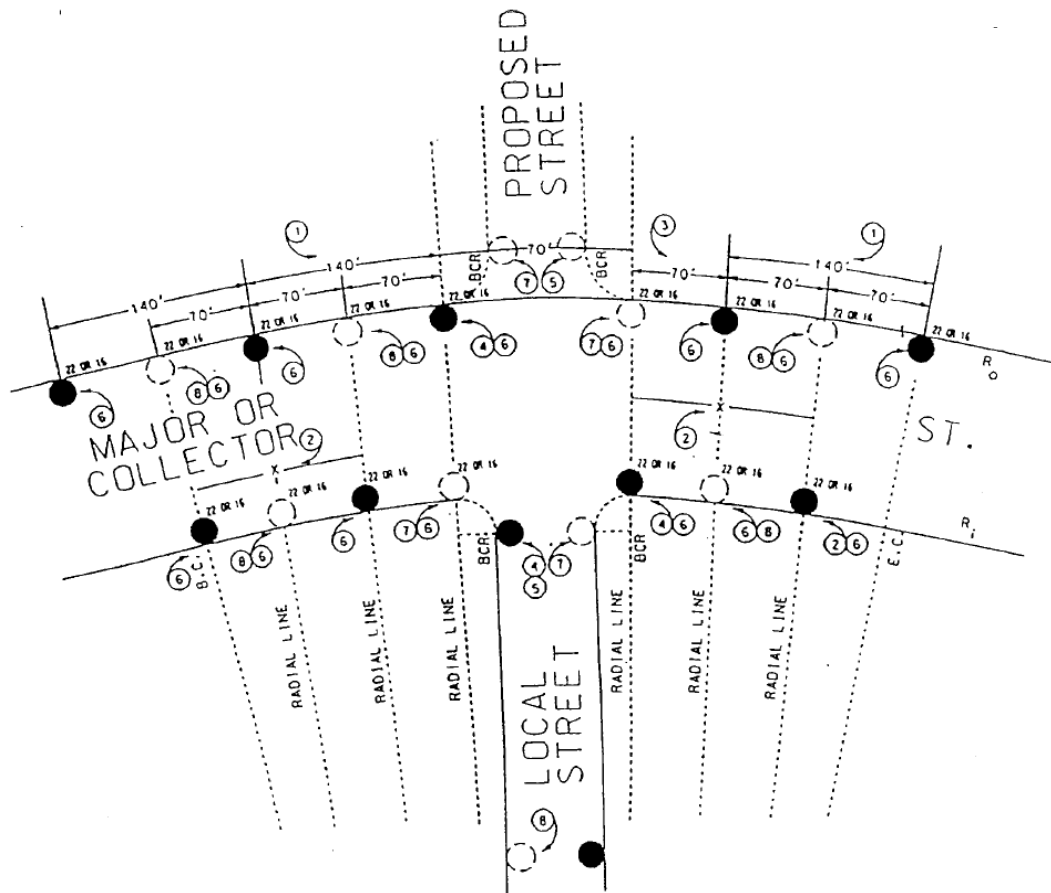
1. 70' STAGGERED ON MAJOR (84' CURB TO CURB) OR COLLECTOR (64' CURB TO CURB). TYPICAL.
2. FOR LAMP SIZES SEE "STREETLIGHT SPACINGS AND SIZES" ON PAGE 6.
3. FOR LAMP SIZES SEE "STREETLIGHT SPACINGS AND SIZES" ON PAGE 6.
4. PREFERRED LOCATION FOR T - INTERSECTION.
5. ALTERNATE LOCATION FOR T - INTERSECTION.
6. LIGHTS ON BOTH SIDES OF STREET WHEN STREET IS ENTIRELY IN DEVELOPMENT, OTHERWISE INSTALL LIGHTS ON ONE SIDE (HALF SYSTEM).
7. PREFERRED LOCATION FOR 4 - WAY INTERSECTION.
8. ALTERNATE LOCATION FOR 4 - WAY INTERSECTION. USE EITHER ALL PREFERRED LOCATIONS OF ALL ALTERNATE LOCATIONS.



# ATTACHMENT N

## EXHIBIT L-4

Major or Collector Highway intersection with Local Street when curves are involved



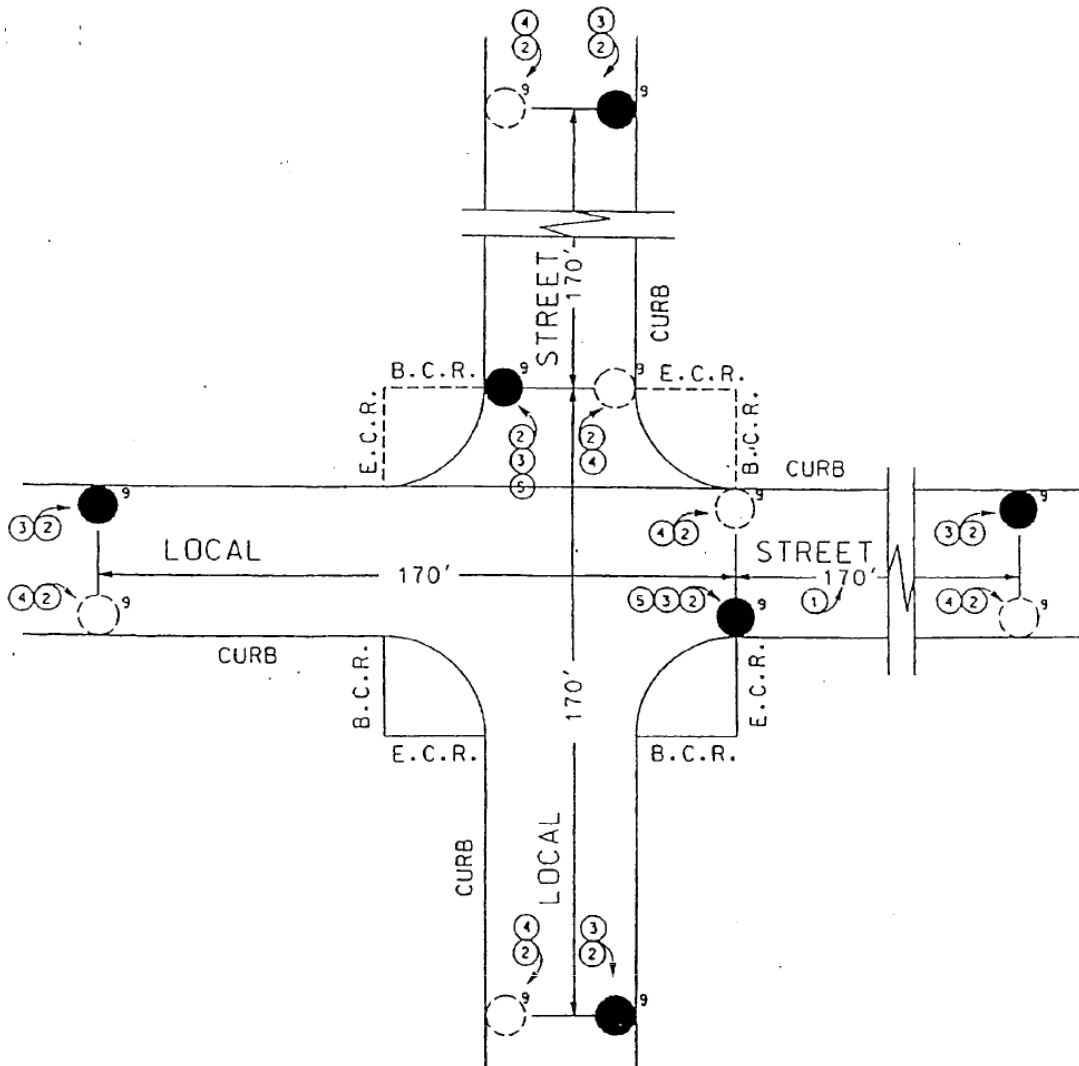
$R_o$  = OUTSIDE RADIUS.  $R_i$  = INSIDE RADIUS.  $R$  = CENTERLINE RADIUS

1. WHEN CURVES ARE INVOLVED SPACING BETWEEN LIGHTS ON OUTSIDE CURVE CONTROLS.
2.  $X = R_i/R_o(140')$  ON INSIDE CURVE SPACING FROM INTERSECTION LIGHT TO FIRST MID-BLOCK LIGHT ON EXIT SIDE. TYPICAL.
3. 70' SPACING FROM INTERSECTION LIGHT TO FIRST MID-BLOCK LIGHT ON APPROACH SIDE. TYPICAL.
4. PREFERRED LOCATIONS FOR T-INTERSECTION.
5. PREFERRED LOCATIONS AT B.C.R. FOR 4-WAY INTERSECTION.
6. FOR LAMP SIZES SEE "STREETLIGHT SPACINGS AND SIZES" ON PAGE 6.
7. ALTERNATE LOCATIONS FOR INTERSECTION.
8. ALTERNATE LOCATIONS
9. LIGHTS AT INTERSECTION TO BE PLACED AT B.C.R. EXCEPT OTHERWISE NOTED.

# **ATTACHMENT N**

## **EXHIBIT L-5**

### **Local Street Intersection with Local Street, 4 - Way**



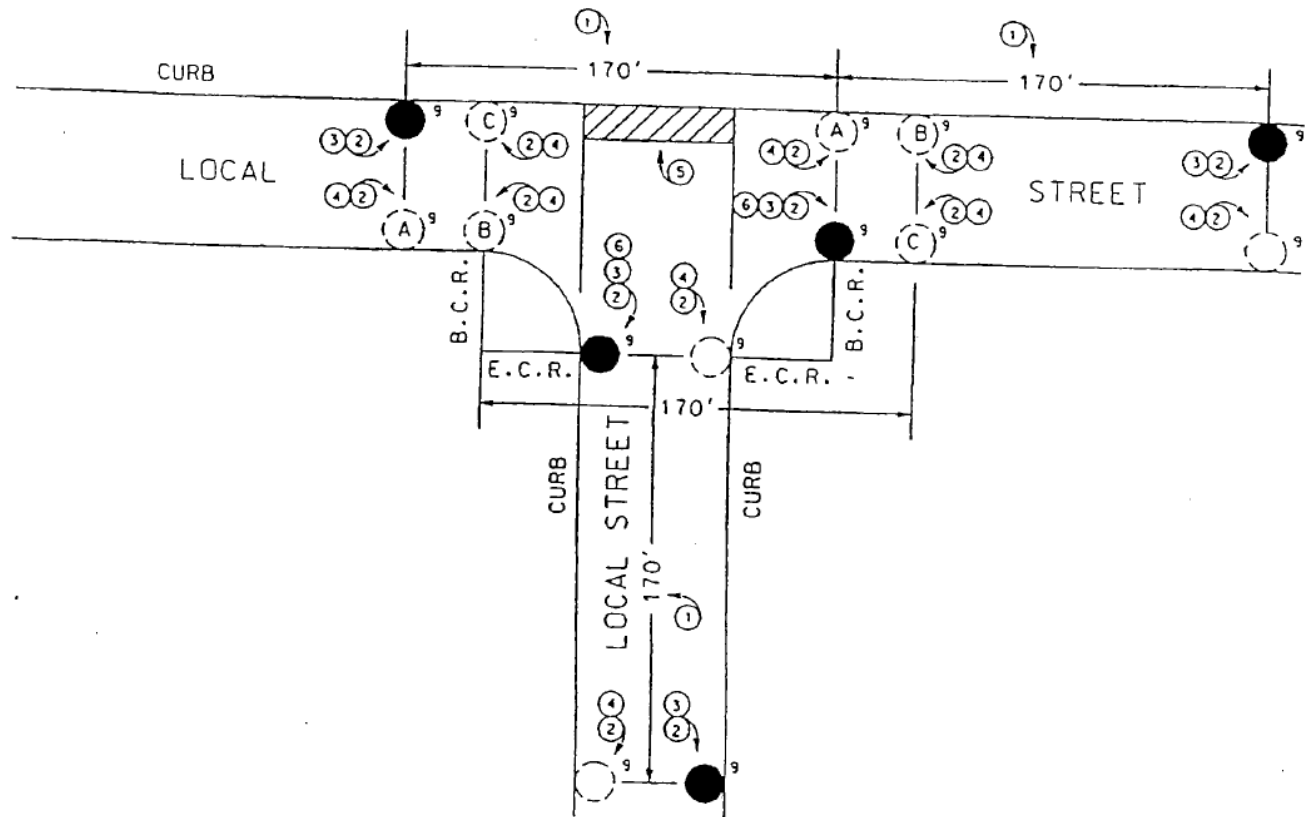
#### **FOUR – WAY INTERSECTION**

1. 170' MAXIMUM STAGGERED SPACING ON LOCAL STREET (34', 36', OR 40' CURB TO CURB) IS PREFERRED. USE 140' MAXIMUM ONE – SIDE FOR HALF – STREET IMPROVEMENT.
2. FOR LAMP SIZES SEE "STREETLIGHT SPACINGS AND SIZES" ON PAGE 6.
3. PREFERRED LOCATION (ONE INTERSECTION LIGHT MAY BE PLACED UP TO 20' FROM B.C.R. OR E.C.R.).
4. ALTERNATE LOCATIONS. USE ALL PREFERRED OR ALL ALTERNATE LOCATIONS ON EACH STREET.
5. ONE LIGHT ON EACH STREET AT INTERSECTION TO PROVIDE TWICE MID – BLOCK ILLUMINATION AS RECOMMENDED BY I.E.S.

# ATTACHMENT N

## EXHIBIT L-6

### Local Street Intersection with Local Street, 3 - Way ("T")



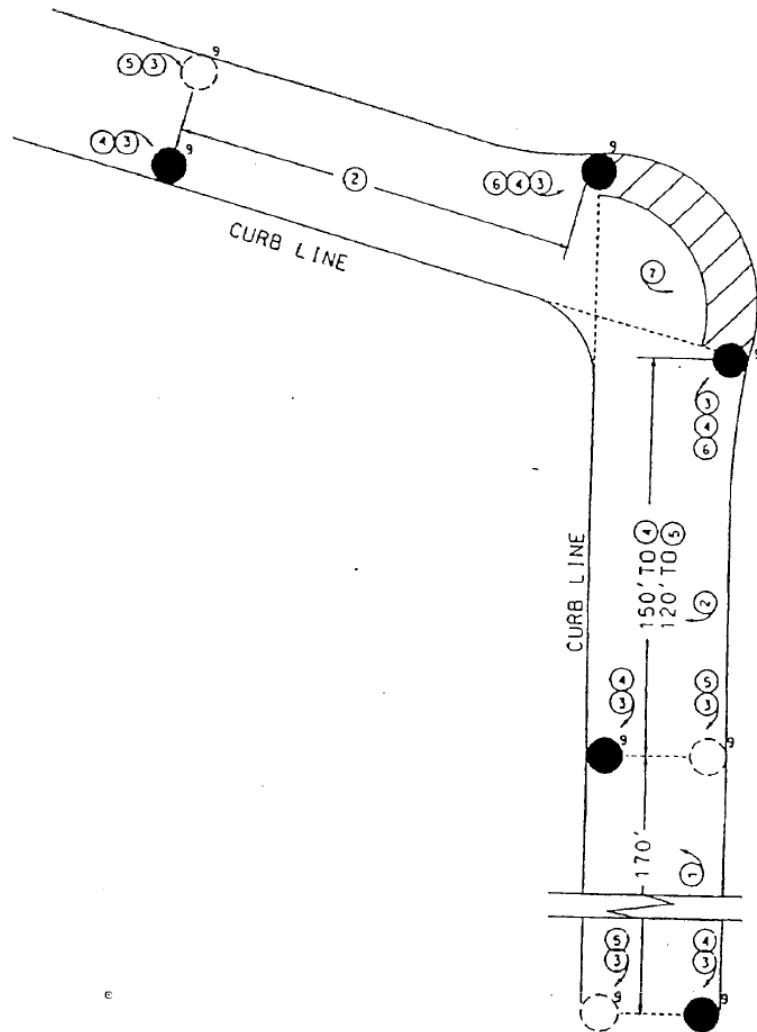
#### T - INTERSECTION

1. 170' MAXIMUM STAGGERED SPACING ON LOCAL STREET (34', 36', OR 40' CURB TO CURB) PREFERRED. USE 140' MAXIMUM ONE - SIDE FOR HALF - STREET IMPROVEMENT.
2. FOR LAMP SIZES SEE "STREETLIGHT SPACINGS AND SIZES" ON PAGE 6.
3. PREFERRED LOCATION (ONE INTERSECTION LIGHT MAY BE PLACED UP TO 20' FROM B.C.R. OR E.C.R.).
4. ALTERNATE LOCATION.
5. AVOID PLACING LIGHTS IN THIS AREA. CONSULT OUR STREET LIGHTING SECTION PRIOR TO PLACING LIGHT WITHIN THIS AREA.
6. ONE LIGHT ON EACH STREET AT INTERSECTION TO PROVIDE TWICE MID - BLOCK ILLUMINATION AS RECOMMENDED BY I.E.S.

# **ATTACHMENT N**

## **EXHIBIT L-7**

### **Local Street Knuckle Type Intersection**

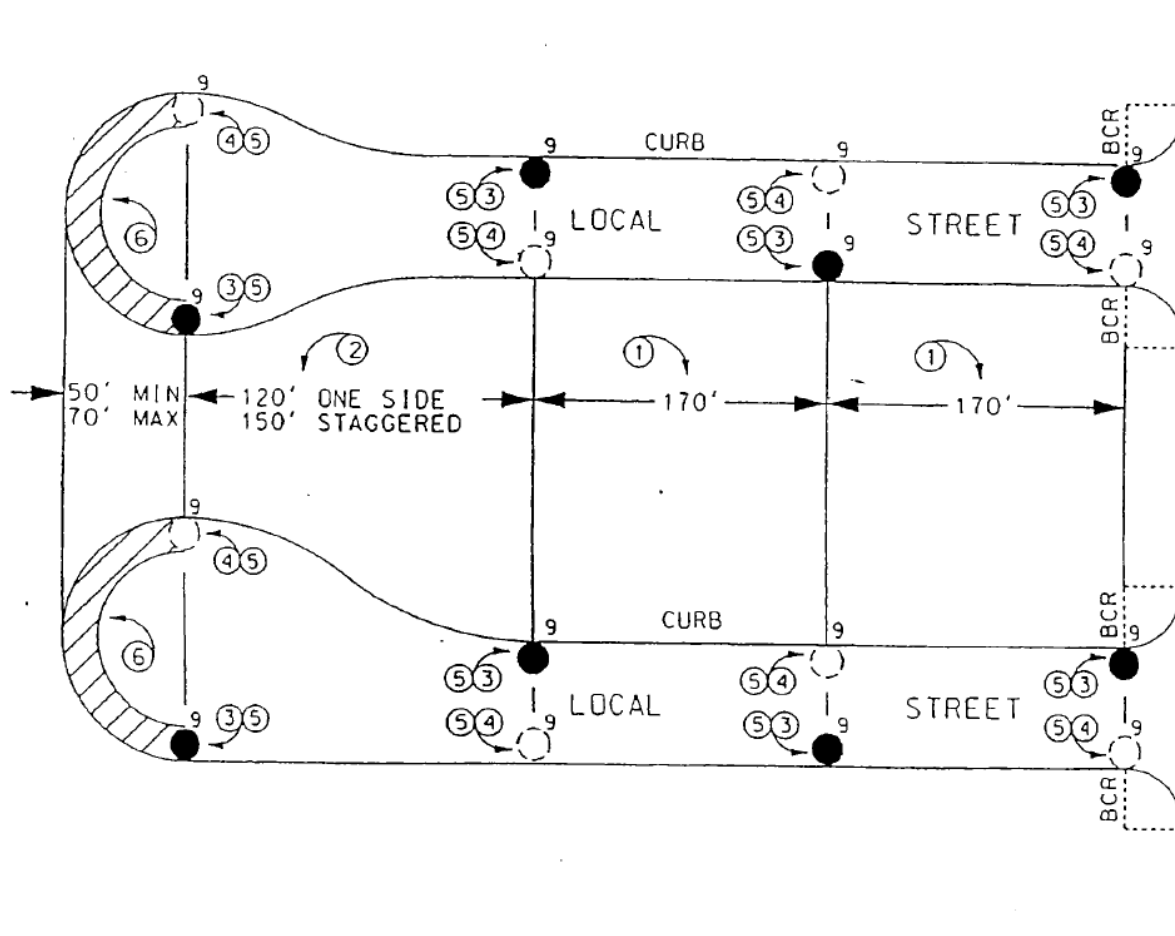


1. 170' MAXIMUM STAGGERED SPACING ON LOCAL STREET (34', 36', OR 40' CURB TO CURB) PREFERRED. USE 140' MAXIMUM ONE – SIDE FOR HALF – STREET IMPROVEMENT.
2. REDUCED SPACING FROM INTERSECTION LIGHT TO FIRST MID – BLOCK DUE TO CURVATURE OF ROADWAY AS RECOMMENDED BY I.E.S.
3. FOR LAMP SIZES SEE "STREETLIGHT SPACINGS AND SIZES" ON PAGE 6.
4. PREFERRED LOCATION (ONE INTERSECTION LIGHT MAY BE PLACED UP TO 20' OUTSIDE OF CURB PROLONGATIONS.).
5. ALTERNATE LOCATION. USE BOTH PREFERRED OR BOTH ALTERNATE LOCATIONS ON EACH STREET.
6. ONE LIGHT ON EACH STREET AT INTERSECTION TO PROVIDE TWICE MID – BLOCK ILLUMINATION AS RECOMMENDED BY I.E.S.
7. AVOID PLACING LIGHT IN THIS AREA. CONSULT OUR STREET LIGHTING SECTION PRIOR TO PLACING LIGHT WITHIN THIS AREA.

# **ATTACHMENT N**

## **EXHIBIT L-8**

### **Local Street Cul-De-Sac**

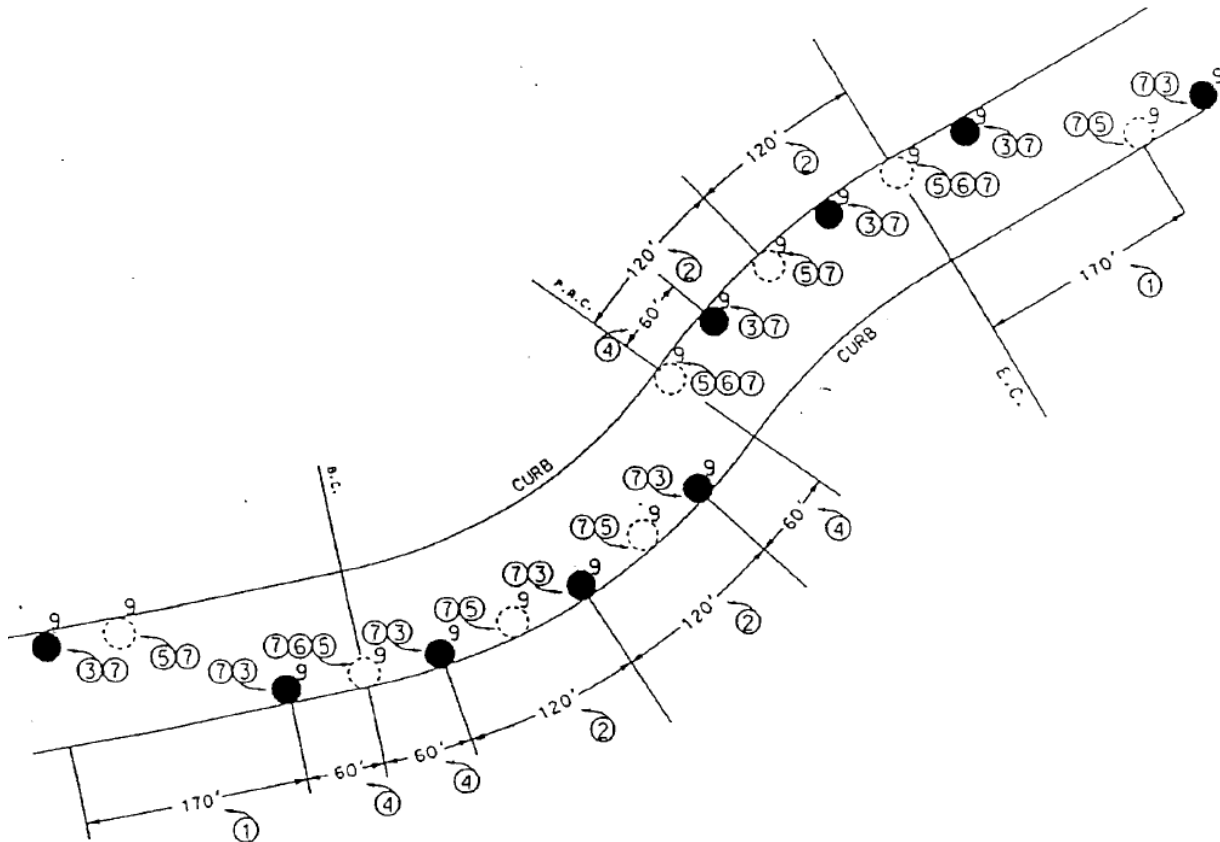


1. 170' MAXIMUM STAFFERED SPACING ON LOCAL STREET (34', 36', OR 40' CURB TO CURB) PREFERRED. USE 140' MAXIMUM ONE - SIDE FOR HALF - STREET IMPROVEMENT.
2. REDUCED SPACING FROM CUL - DE - SAC LIGHT TO FIRST MID - BLOCK LIGHT DUE TO CURVATURE OF ROADWAY AS RECOMMENDED BY I.E.S.
3. PREFERRED LOCATION.
4. ALTERNATE LOCATION. USE ALL ALTERNATE LOCATIONS OR ALL PREFERRED LOCATIONS.
5. FOR LAMP SIZES SEE "STREETLIGHT SPACINGS AND SIZES" ON PAGE 6.
6. AVOID PLACING LIGHTS IN THIS AREA.

# **ATTACHMENT N**

## **EXHIBIT L-9**

**Local Street Curve,  $R < 700'$**

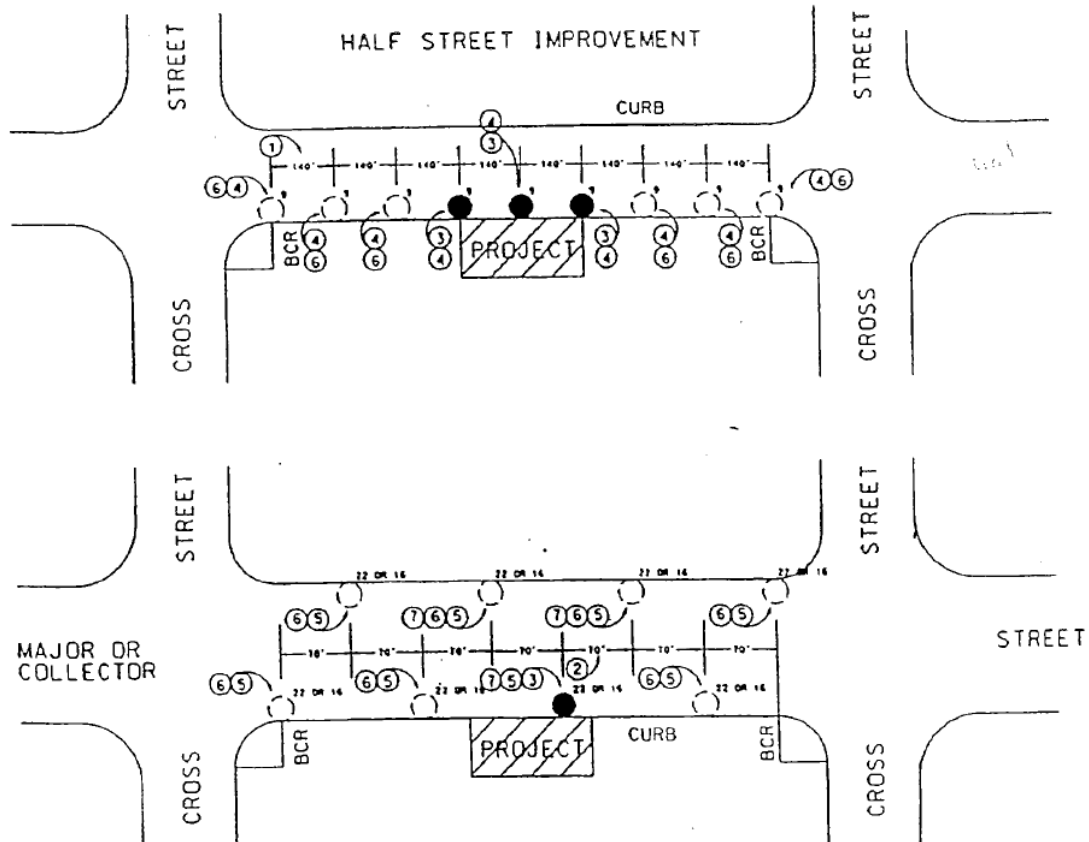


1. 170' MAXIMUM STAFFERED SPACING ON TANGENTS ON LOCAL STREET (34', 36', OR 40' CURB TO CURB) PREFERRED. USE 140' MAXIMUM FOR ON - SIDE IMPROVEMENT.
2. 120' MAXIMUM SPACING ON OUTSIDE OF CURVE WHERE  $R \leq 700'$ . TYPICAL.
3. PREFERRED LOCATION.
4. PREFERRED LOCATIONS SYMMETRICAL ABOUT BC, PRC, AND EC. CURVE SPACING EXTENDS TO FIRST LIGHT ON TANGENT.
5. ALTERNATE LOCATION. USE ALL PREFERRED LOCATIONS OR ALL ALTERNATE LOCATIONS.
6. PLACE LIGHTS ON BC, PRC, AND EC.
7. FOR LAMP SIZES SEE "STREETLIGHT SPACINGS AND SIZES" ON PAGE 6.

# **ATTACHMENT N**

## **EXHIBIT L-10**

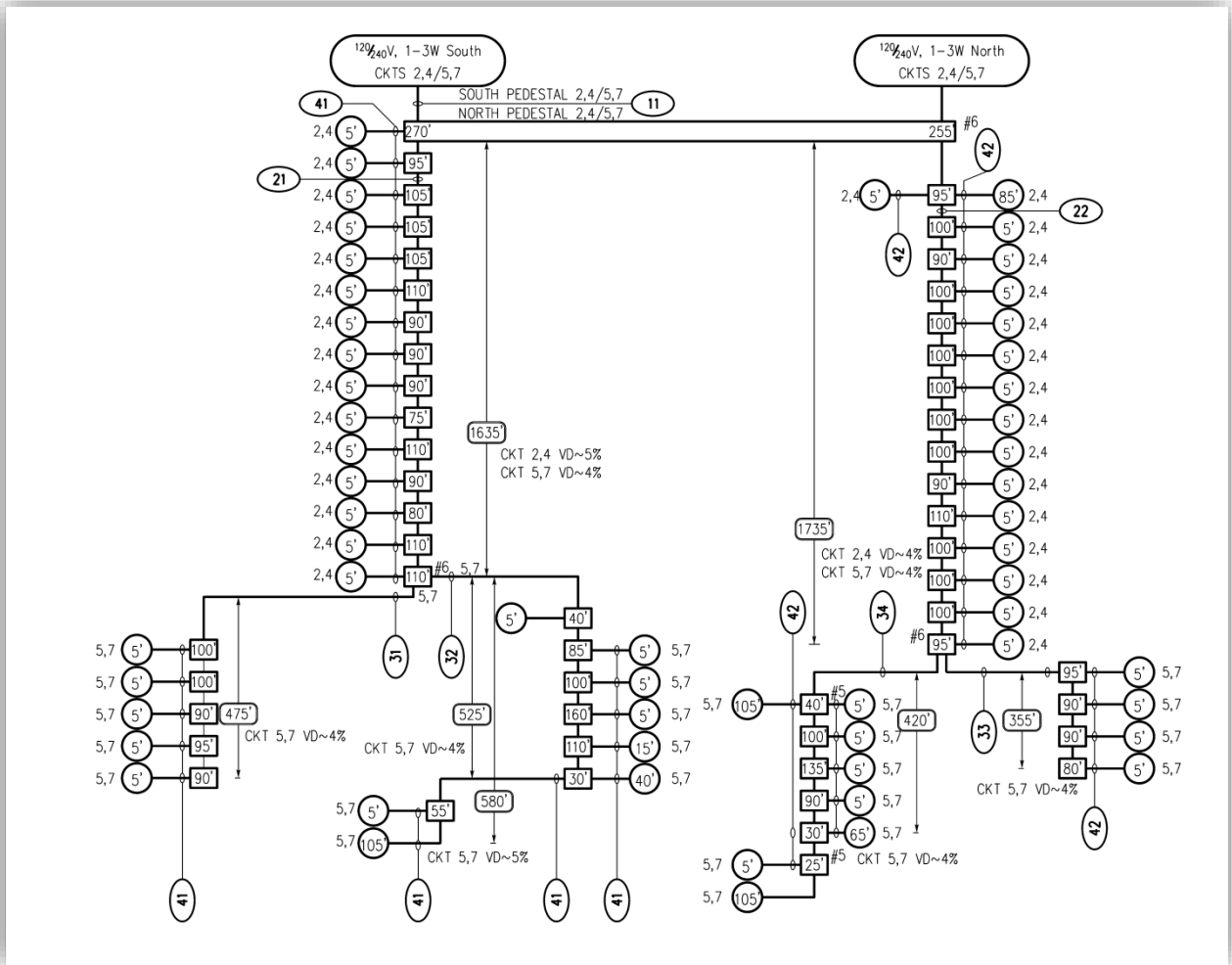
### **Mid-block Projects**



1. 140' MAXIMUM ONE – SIDE SPACING ON LOCAL STREET (34', 36', OR 40' CURB TO CURB). TYPICAL.
2. 140' MAXIMUM SPACING ONE – SIDE HALF SYSTEM (70' MAXIMUM STAGGERED SPACING) ON MAJOR (84' CURB TO CURB) OR COLLECTOR (64' CURB TO CURB). TYPICAL.
3. PROPOSED LIGHT(S).
4. FOR LAMP SIZES SEE "STREETLIGHT SPACINGS AND SIZES" ON PAGE 6.
5. FUTURE (DO NOT SHOW ON LAYOUT) OR EXISTING (SHOW ON LAYOUT) LIGHTS FROM PROJECT BOUNDARY TO ADJACENT CROSS STREETS TO VERIFY THAT PROPOSED LIGHTS WILL FIT CONTINUOUS SYSTEM. IF DISTANCES ARE TOO LONG TO BE SHOWN TO SCALE. LAYOUT SHALL INCLUDE "NO SCALE" MAP (OR HARD – COPY) INDICATING DISTANCES TO CROSS STREETS AND LOCATIONS OF FUTURE AND EXISTING LIGHTS.
6. PLACE PROPOSED LIGHTS MIDWAY BETWEEN EXISTING LIGHTS ON STEEL OR CONCRETE POLES TO MAINTAIN STAGGERED SYSTEM (CONSULT STREET LIGHTING SECTION IF STAGGERED SPACING EXCEEDS 70'. PROPOSED LIGHT LOCATIONS SHALL BE INDEPENDENT OF EXISTING LIGHTS ON WOOD POLES).

## ATTACHMENT O

### EXHIBIT E-1 (WIRING DIAGRAM)



PROVIDE THE NOTES SHOWN BELOW UNDER THE WIRING DIAGRAM:

NOTES:

1. INSTALL A FUSE HOLDER AND A 15A FUSE IN EACH PULL BOX ADJACENT TO EACH STREET LIGHT POLE. REFER TO SPPWC 408-1 (IN-LINE FUSE HOLDER) DETAIL.
2. BONDING JUMPER IN STANDARD SHALL BE INSTALLED PER "GREENBOOK" SECTION 701-13.3.



## ATTACHMENT O

### EXHIBIT E-2 (LEGEND)

10'

STREET LIGHT POLE. CONDUIT RUN 10FT (APPROX.) FROM UPSTREAM PULL BOX.

43'

PULL BOX. CONDUIT RUN 43FT (APPROX.) FROM UPSTREAM PULL BOX. SPPWC 405-0, NUMBER 5 PCC UNLESS OTHERWISE NOTED.

45'

#6

PULL BOX. CONDUIT RUN 45FT (APPROX.) FROM UPSTREAM PULL BOX. SPPWC 405-0, NUMBER 6 PCC.

10'

TBD

STREET LIGHT POLE AND PULL BOX. CONDUIT RUN 10FT (APPROX.) FROM PULL BOX TO POLE. CONDUIT RUN TO PULL BOX TO BE DETERMINED.

5'

122'

STREET LIGHT POLE AND PULL BOX. CONDUIT RUN 5FT (APPROX.) FROM PULL BOX TO POLE. CONDUIT RUN 122' (APPROX.) TO PULL BOX FROM UPSTREAM PULL BOX.

LP-5,7

PANEL "LP" CIRCUITS NUMBER (E.G. 5,7).

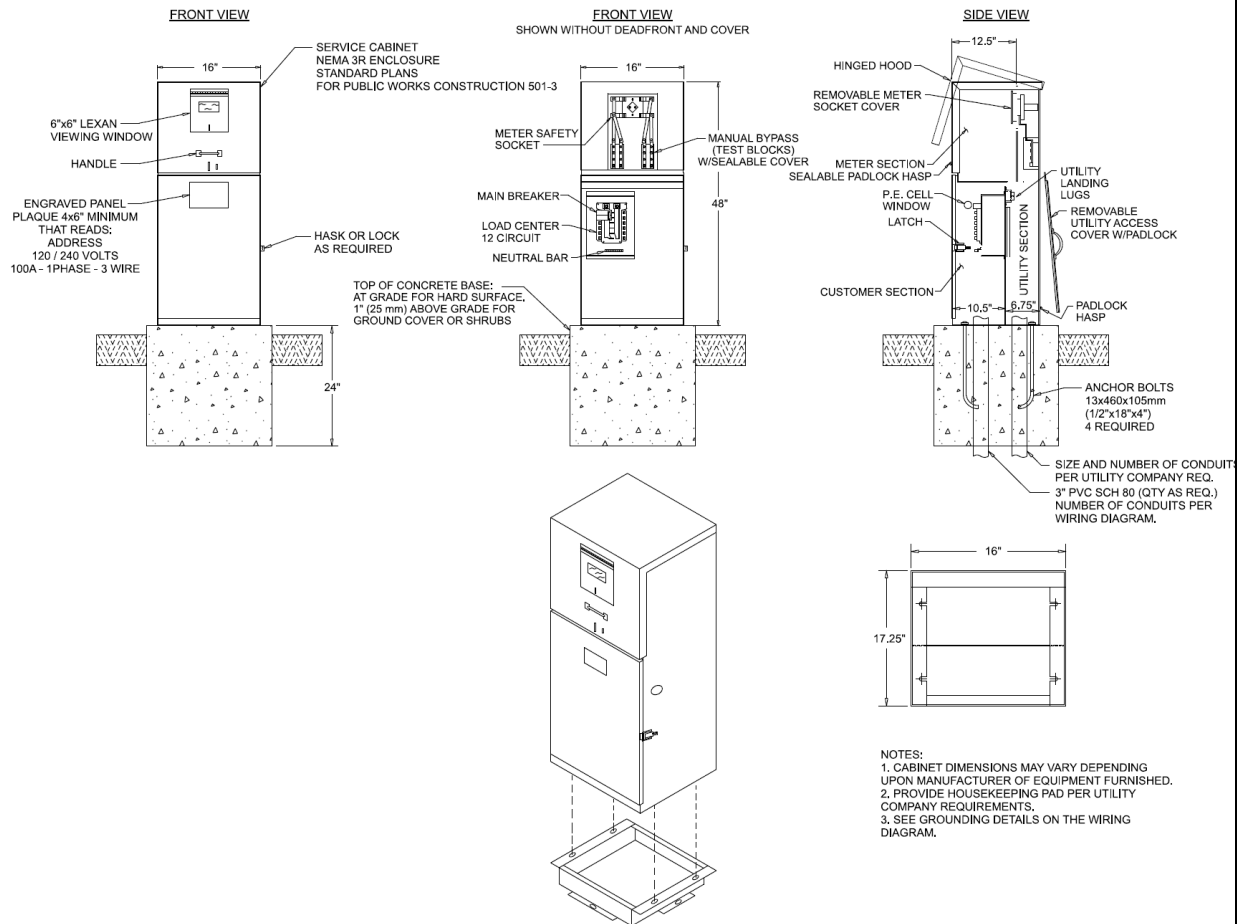
VD~3%

APPROXIMATE VOLTAGE DROP IN PERCENT.

# ATTACHMENT O

## EXHIBIT E-3 (SERVICE PEDESTAL)

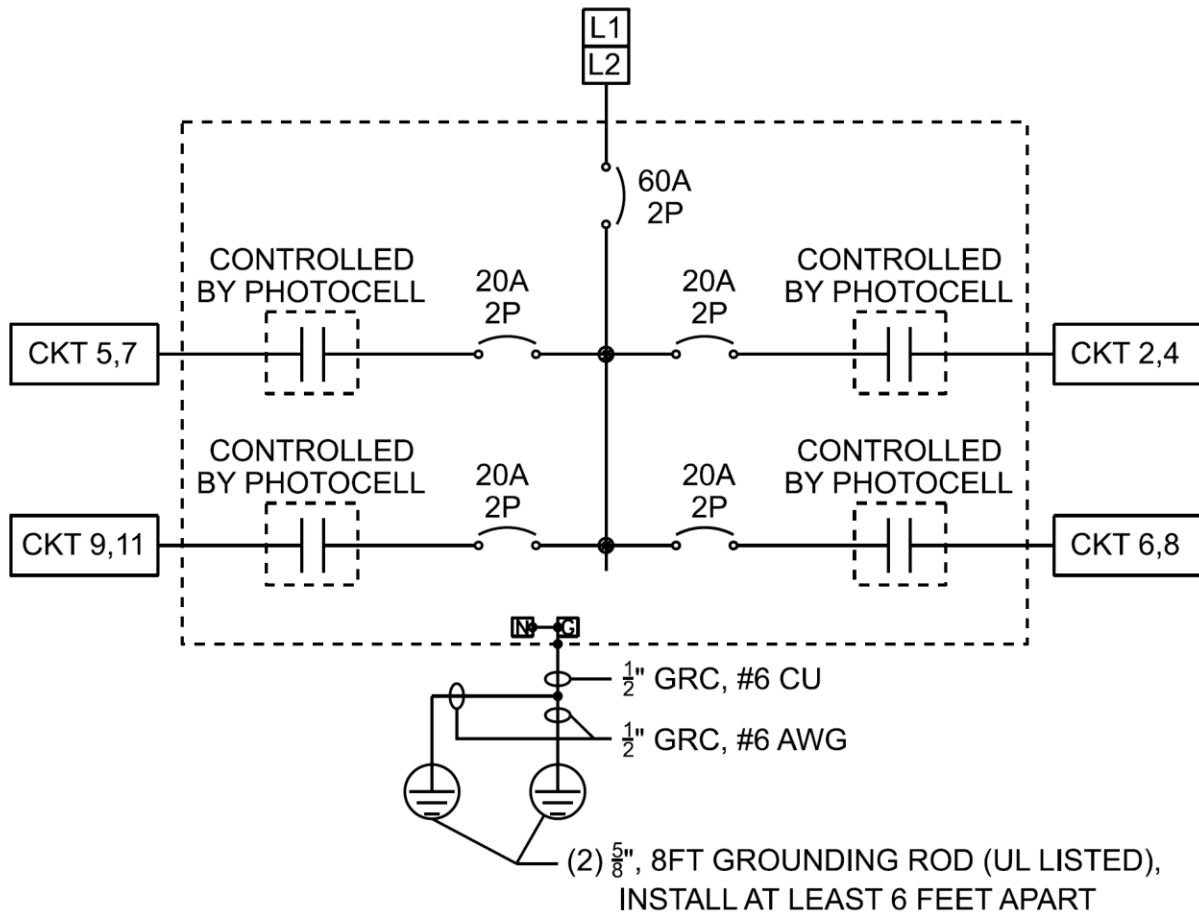
### SERVICE PEDESTAL DETAIL (TYPICAL) NOT TO SCALE



## ATTACHMENT O

### EXHIBIT E-4 (PANEL WIRING DIAGRAM)

#### PANEL WIRING DIAGRAM (TYPICAL)



# ATTACHMENT O

## EXHIBIT E-5 (PANEL SCHEDULE)

### PANEL "NORTH" SCHEDULE 120/240-1 PHASE-3 WIRE

PANEL: NORTH

LOCATION: PEDESTAL AT INTERSECTION OF SAN VINCENT & FEDERAL AVE

PHASE VOLTAGE: 120/240

PHASE: 1

WIRE: 3

MAINS:

MCB:

FEED:

SCCR:

100 AMP

50 AMP

BOTTOM

42kA

CKT NO.	CB		LOAD DESIGNATION						LOAD VA	PHASES		LOAD VA	LOAD DESIGNATION						CB		CKT NO.		
	TRIP	POLE	DESCRIPTION			MISC	REC	LITE		L1	L2		MISC	REC	LITE	DESCRIPTION			POLE	TRIP			
1	50	2	MAIN CB							1610		1610	15			STREET LIGHTS (SEE WIRING DIAGRAM)			2	20	2		
3	↓	↓	↓								1610	1610				↓			↓	↓	4		
5	20	2	STREET LIGHTS (SEE WIRING DIAGRAM)			13				1390	1390					NOT USED					6		
7	↓	↓	↓							1390		1390				NOT USED					8		
9			NOT USED													NOT USED					10		
11			NOT USED													NOT USED					12		
TOTAL:									3.0k	3.0k	CONNECTED KVA: 6.0k											CONNECTED Amps: 25.0	

## ATTACHMENT O

### EXHIBIT E-6 (LOAD SUMMARY)

LOAD SUMMARY		
LIGHTING LOAD =	120	WATTS
25% CONTINUOUS LOAD =	30	WATTS
TOTAL LOAD =	150	WATTS
TOTAL AMPS =	0.625	AMPS

## **ATTACHMENT O**

### **EXHIBIT E-7 (BILL OF MATERIALS)**

QTY.	DESCRIPTION
1	NEW 100A, 120/240V-1P-3W SERVICE PEDESTAL, METERED, NEMA 3R, 60A MAIN SERVICE BREAKER WITH 42KAIC SCCR, PEDESTAL SHALL BE UL LISTED AND MEET EUSERC REQUIREMENTS. DISTRIBUTION SECTION PER PANEL SCHEDULE. PROVIDE WITH PHOTOCELL, AND LIGHTING CONTACTOR RATED FOR 20A. PADLOCK HASP PROVISION. MYER'S CATALOG MEUG16 OR AGENCY APPROVED EQUAL.
30	TYPE 2 POLYMER (11"X21"X12") UNDERGROUND PULL BOX, PROVIDE COVER WITH "STREET LIGHTING" IDENTIFICATION. SEE DETAIL ON SHEET 6.
24	PROPOSED LED (45 WATT) STREET LIGHT ON AMERON TYPE 1-C1 SERIES OCTAGONAL POLE, GENERAL ELECTRIC ATBX-P50-MVOLT-R3-27K-MP-NL-P7-JP-RFD320419 OR AGENCY APPROVED EQUAL.